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Steamtown's "Photographer's Weekend"

02

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KODACHROME: JIM BOYD / LIGHTING: JIM BOYD and MIKE DEL VECCHIO

"ERIE" E8 834 was the feature attraction of a November 17 United Railway Historical Society fantrip from Hoboken to Bay Head, N.J. Former NJ Transit 4323 (nee-NYC 4076) was spotted at Hoboken for night photos against the Manhattan skyline. See page 38.

KODACHROME: STEVEN D. JOHNSON

Railnews

L&N GP38-2 4123, in reality CSX 2630 still wearing original L&N paint, had its old number and herald restored for night photos at the Howell Yard roundhouse (left) in Evansville, Ind., on October 19 for the L&N Historical Society Convention. See page 38.

CHINESE 2-8-2 1647 from the Valley Railroad led a fantrip on Providence & Worcester on November 3-4, 1990. On the 3rd, it's seen (below) along the Thames River. See page 38.

KODACHROME: TOM NEMETH

ACROSS THE TOP !

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Fremont Pass (Climax)	11,316 Ft
Marshall Pass	10,856 Ft
Lizard Head Pass	10,250 Ft
Cumbres Pass	10,015 Ft

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Chase the Last Narrow Gauge Passenger from Leadville
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See Early Mallets Heading for Rollins Pass
Ride the Cab from Leadville to Climax
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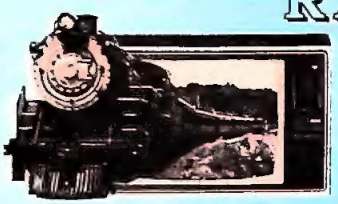

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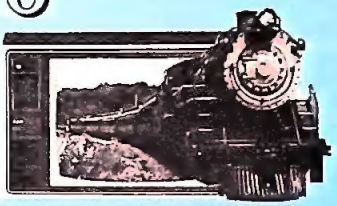

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COLOR, SOUND, ONE HOUR 33.45

"PRR POWER" VINTAGE TRACKSIDE ACTION OF P.R.R. ELECTRICS, DIESEL AND STEAM.
COLOR, SOUND, ONE HOUR 33.45

"P.R.R. MAIN LINE STEAM" DOUBLE HEADED P.R.R. POWER TRACKSIDE ACTION FROM STRASBURG, PA. TO 30TH STREET STA. PHILA. AND RETURN.
COLOR, SOUND, ONE HOUR 33.45

"P.R.R. DOUBLE HEADED STEAM" SAME TRAIN AS ABOVE FROM STRASBURG, PA. TO THE ROCKVILLE BRIDGE AND RETURN. TRACKSIDE ACTION. ONE HOUR 33.45

"THE NORTHEAST CORRIDOR PART I" TRACKSIDE ACTION FROM AMTRAKS SUNNYSIDE YARD, QUEENS, N.Y. TO NEWARK, N.J. FEATURING AMTRAK, LONG ISLAND, N.J. TRANSIT AND PATH TRAINS, TOWERS, STATIONS, TUNNELS, AND BRIDGES. ONE HOUR 33.45

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1. **"WITHIN THE OVAL"** COLOR, SOUND (N.Y. CENT.)
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3. **"SAFETY AT THE CROSSROADS"** B&W, SOUND (READING CO.)

TOTAL RUNNING TIME ONE HOUR 33.45

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"P.R.R. VINTAGE MOVIES" PRODUCED BY THE P.R.R.
1. **"WHAT IN BLAZES"** COLOR, SOUND
2. **"CLEAR TRACK AHEAD"** B&W, SOUND
3. **"GG-1 HEAD-END HIGHLIGHTS"** B&W, SOUND

TOTAL RUNNING TIME ONE HOUR 33.45

"STRASBURG STEAM" LIVE STEAM ACTION ON THE OLDEST OPERATING STEAM RAILROAD IN THE COUNTRY. FEATURES RUN-BYS/CAB RIDE.
COLOR, SOUND ONE HOUR 33.45

"A LOOK BACK IN TIME" P.R.R./READING VINTAGE FOOTAGE FEATURING STEAM WITH SOME EARLY DIESELS AND ELECTRICS. INCLUDES P.R.S.L. FOOTAGE.
COLOR, B&W, SOUND, ONE HOUR 33.45

"THE END OF AN ERA" VINTAGE FOOTAGE OF ERIE, L.V., C.N.J., READING, LACKAWANNA, D&H, RAHWAY VALLEY OPERATING IN NORTHERN N.J. DURING THE 40'S AND 50'S. B&W, SOUND, ONE HOUR 33.45

"RAILROADING IN CANADA" VARIETY OF MOTIVE POWER AND TRAIN CONSISTS ON CANADIAN FREIGHT/PASSENGER MOVES AT MIDWEST LOCATIONS.
COLOR, SOUND, ONE HOUR 33.45

"P.R.R. POWER VOLUME II" ALL VINTAGE P.R.R. STEAM IN ACTION BETWEEN 1946 AND 1956 AT MANY LOCATIONS INCLUDING SOUTH AMBOY, CAMDEN, BALTMORE, PHILA., HORSE SHOE CURVE & ALTOONA.
COLOR, SOUND, ONE HOUR 33.45

"BURLINGTON-NORTHERN E-8 DIESELS" TRACKSIDE ACTION OF "BN" E-8 DIESELS IN PASSENGER SERVICE ON CHICAGO COMMUTER LINES AND CHICAGO UNION STATION AT RUSH HOUR.
COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES" FOUR VINTAGE. RAILROAD PRODUCED MOVIES.
1. **"PROGRESS ON THE RAILS"** PRODUCED BY THE P.R.R.
2. **"FAST FREIGHT"** PRODUCED BY THE A.A.R.
3. **"COAST TO COAST IN 48 HOURS"** BY THE P.R.R.
4. **"SNOW AND STEAM"** PRODUCED BY BRITISH RAILS.

B&W, SOUND, ONE HOUR 33.45

"HIGHLITES" SHORT PREVIEWS OF MOST OF OUR TITLES. THIS TAPE WILL MAKE A UNIQUE ADDITION TO YOUR COLLECTION OR YOU MAY VIEW IT TO DETERMINE CONTENT AND QUALITY OF OUR VIDEOS THEN RETURN IT FOR FULL CREDIT (LESS $3.50 FOR POSTAGE AND PACKAGING) TOWARD THE PURCHASE OF ANY RAILROAD VIDEO TAPE. ONE HOUR, FIFTY MINUTES 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME II" THREE VINTAGE MOVIES PRODUCED BY THE A.A.R.
1. **"SOMETHING FOR EVERYONE"**
2. **"BIG TRAINS ROLLING"** (1952 VERSION)
3. **"225,000 MILE PROVING GROUND"**

COLOR, SOUND, ONE HOUR 33.45

"THE NORTHEAST CORRIDOR PART II" TRACKSIDE ACTION OF AMTRAK'S N.E. CORRIDOR BETWEEN "HUNTER" TOWER AT NEWARK, N.J. TO "UNION" TOWER AT RAHWAY, N.J. FEATURING TRAINS OF AMTRAK, N.J. TRANSIT AND CONRIAL AS WELL AS TOWERS, BRIDGES, TUNNELS, AND STATIONS.
COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES, VOLUME III" THREE VINTAGE RAILROAD PRODUCED MOVIES
1. **"THUNDERING RAILS"** PRODUCED BY THE A.A.R.
2. **"OPERATION READING"** PRODUCED BY THE READING CO.
3. **"FLIGHT OF THE CENTURY"** (EARLY VERSION) N.Y.C.

B&W, SOUND, ONE HOUR 33.45

"MEMORIES OF THE BALTIMORE AND OHIO" VINTAGE STEAM AND DIESEL FOOTAGE, PLUS THE B&O PRODUCED VINTAGE MOVIE "MEETING THE CHALLENGE" (1946).
COLOR, B&W, SOUND, ONE HOUR 33.45

"TROLLEYS OF PENNSYLVANIA" VINTAGE FOOTAGE DATING BACK TO 1930, FEATURING MANY OF THE TROLLEY LINES THAT OPERATED IN PENNSYLVANIA AT LOCATIONS INCLUDING LANCASTER, ALTOONA, JOHNSTOWN, GREENSBURG, PITTSBURGH, PHILA., NORRISTOWN, READING, HERSHEY, AND ALLENTOWN.
COLOR, B&W, BACKGROUND MUSIC, ONE HOUR 33.45

"TRACTION ACTION" FEATURES TRACKSIDE ACTION OF OVER 30 TROLLEY LINES FROM COAST TO COAST BETWEEN 1930-1950.
COLOR, B&W, BACKGROUND MUSIC, ONE HOUR 33.45

"PHILADELPHIA TROLLEYS" A HEAD-END RIDE ON SEPTA'S MEDIA AND SHARON HILL LINES OPERATING OUT OF THE 69TH STREET TERMINAL, PLUS RUN-BYS.
FULL COLOR, SOUND, ONE HOUR 33.45

"TRACKING THE BIG APPLE" TRACKSIDE ACTION OF NEW YORK CITY ELEVATED LINES, METRO-NORTH AT 125TH ST. STATION, AND THE LONG ISLAND RAILROAD.
COLOR, SOUND, ONE HOUR 33.45

"THE HUDSON RIVER LINES" TRACKSIDE ACTION ON THE FORMER NEW YORK CENTRAL (NOW OPERATED BY METRO-NORTH) FEATURING A VARIETY OF METRO-NORTH EQUIPMENT, AMTRAK TURBO AND FL-9, AND CONRAIL FREIGHTS. COLOR, SOUND, ONE HOUR 33.45

"AMTRAK'S HARRISBURG LINE" TRACKSIDE ACTION ON THE FORMER P.R.R. (NOW OPERATED BY AMTRAK) BETWEEN HARRISBURG AND 30TH ST. STATION, PHILADELPHIA, PA FETURING TRAINS OF AMTRAK, SEPTA, AND CONRAIL WITH A VARIETY OF EQUIPMENT.
COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME IV" THREE VINTAGE RAILROAD MOVIES.
1. **"BIG TRAINS ROLLING"** (1946 VERSION) PRODUCED BY THE A.A.R.
2. **"END OF AN ERA"** PRODUCED BY RAVONIER CORP.
3. **"ICHABOD, THE MAN WITHOUT A HEAD"** PRODUCED BY THE A.A.R.

COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME V" FOUR VINTAGE RAILROAD MOVIES.
1. **"ON THE TRACK"** PRODUCED BY THE A.A.R.
2. **"MILESTONES OF PROGRESS"** PRODUCED BY THE A.A.R.
3. **"TOMORROWS RAILROADS"** PRODUCED BY THE WAUGH EQUIP. CORP.
4. **"EASY DOES IT"** PRODUCED BY THE A.A.R.

COLOR, B&W, SOUND, ONE HOUR 33.45

NEW RELEASES

"CONRAIL FAST FREIGHTS-THE MIDDLE DIVISION" TRACKSIDE ACTION OF FREIGHT AND PASSENGER TRAINS BETWEEN LEWISTOWN AND ENOLA, PA.
COLOR, SOUND, ONE HOUR 33.45

"THE ATLANTIC CITY LINE" A HEAD-END RIDE FROM ATLANTIC CITY, N.J. TO 30TH STREET STATION, PHIL. PLUS RUN-BYS AND (B&W) VINTAGE P.R.S.L. FOOTAGE.
PART 1-ATLANTIC CITY TO ATCO, N.J.+VINTAGE P.R.S.L. FOOTAGE. COLOR, B&W, SOUND, ONE HOUR 33.45
PART 2-ATCO, N.J. TO 30TH ST. STA. PHILA.+RUN-BYS. COLOR, SOUND, ONE HOUR EACH 33.45

"CONRAIL FAST FREIGHTS-THE RIVER LINE" TRACKSIDE ACTION OF CONRAIL FREIGHTS ON THE HUDSON RIVER LINE. COLOR, SOUND, ONE HOUR 33.45

"TROLLEYS OF PHILADELPHIA" TRACKSIDE ACTION OF P.C.C. KAWASAKI AND TRACKLESS TROLLEYS IN PHILA., PA. COLOR, SOUND, ONE HOUR 33.45

"TROLLEYS OF PITTSBURGH" TRACKSIDE ACTION OF P.C.C. CARS IN PITTSBURGH FROM 1975 TO 1980.
COLOR, BACKGROUND MUSIC, ONE HOUR 33.45

"TROLLEYS OF BOSTON" TRACKSIDE ACTION OF BOSTON TROLLEYS IN THE 1970s. COLOR, BACKGROUND MUSIC, ONE HOUR 33.45

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From the Publisher's desk: Steamtown

National Park Service's takeover of Steamtown was initially greeted with joy from some sources and skepticism in others accompanied with charges of politics, boondoggling and other choice epithets usually reserved for an election year. Opponents largely felt some other site should have been chosen, usually at a site nearer their own home. The dust has largely settled, and Steamtown is here to stay.

The Park Service acquired an abandoned rail yard and shop facility which hadn't been used in years. It also inherited a rotting, rusting collection of steam power and rolling stock which had suffered years of neglect. There is some irony in the fact that this year's successful steam runs were handled by a Canadian National 2-8-2, while Canadian Pacific diesels are a common sight rolling through Scranton on the D&H, which is becoming part of CP.

A decade ago National Park Service acquired large forest and river preserves along the Delaware River less than 40 miles southeast of Scranton, and excursion runs on the old DL&W main line from Scranton across the summit of the Poconos to the Delaware Water Gap seem likely at some future date. Scranton is less than four hours by car from the population centers of New York, Philadelphia, Hartford and Baltimore.

The Park Service has already done a major cleaning-up job at Steamtown, and the number of visitors increases steadily. Boston & Maine 4-6-2 3713 and other engines and cars have received eye-catching cosmetic treatments. Displays of railroadiana are attractively presented, but most of the equipment is still out in the yard awaiting its turn at restoration.

Railfans at the Photographer's Weekend were given a look at future plans following the Friday night banquet. New construction will be largely modern. National Park Service policy is to retain the old but not to reconstruct things as they were. (By contrast, Colonial Williamsburg in Virginia has not only restored authentic old buildings but has reconstructed buildings which had long since been torn down.). Having seen many National Park Service operations throughout the U.S.A. and Puerto Rico, we can find no fault with their thinking. They do their job slowly, and they do it well as research is completed and funding becomes available.

There are many volunteer opportunities at Steamtown for railroaders and railfans alike, with volunteers being asked to commit themselves for a minimum of five to eight hours per week. Volunteers are needed for train operation in the yard area, train crews and visitor services. Candidates for operating positions include conductors, firemen and engineers. All positions follow strict FRA rules and safety procedures. Also needed are carpenters, painters, electricians, welders and laborers.

The NPS has a training program for visitor volunteers where they learn background history, who's who in the Park Service, visitor safety and serving the public with a smile. These people give tours, answer questions and give directions and announce park activity schedules. There are additional openings for library assistants, curatorial assistants, artists and clerical help. Readers interested in helping at Steamtown can call the Volunteer in Parks Coordinator at 717/961-2033 for additional information and application forms.

RAILFAN & RAILROAD

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Cover

With its smoke rolling over the classic "Industrial America" city skyline of Scranton, Pa., Canadian National 2-8-2 3254 performs one of many photo runbys late Saturday afternoon, November 3, 1990, on the old DL&W "high line" main line bypassing the freight yard during the National Park Service's first annual "Photographer's Weekend" at Steamtown National Historic Site. That skyline and high line main are doomed by a mall construction project. A few hours later, Delaware & Hudson GP38-2 "B.C. O'Brien" was posed for night photos with Steamtown's ersatz-DL&W FP7 637 and GP9 514. For the story on this significant railfan event, see the story beginning on page 58. Kodachromes by Jim Boyd. Night lighting by Jim Boyd and Fred Jones.

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Fanmail

From "Desert Shield"

I am a member of the U.S. Navy's ground forces on "deployment" to Saudi Arabia as part of Operation "Desert Shield" and also a subscriber. Mail getting out here has been somewhat slow, and within the last week I just received the September, October and November issues.

Although I have to admit that an issue of R&R containing the story of "the little engine that could" would have made me more than happy out here in the sand, the story and photos of the Milwaukee Road was a great morale boost for this soldier. The pictures of real trees, hills and actual water made me want to scream to get back to the Good Ol' U.S.A. and chase any Geep or SD again.

On another note, how about a little less of the Santa Fe's GP60s ripping through the desert. For those of us in a different desert, that's a tough pill to swallow.

D.J. PINTA
Saudi Arabia, Camp 13

Crestline in wartime

The article on Crestline in the December '90 issue was very interesting. Just seeing the name in print brings images of busier times, and it will long remain in memory with many other legendary names like Altoona and Harmon, even for those whose only familiarity comes from the printed page. Many servicemen remember the townspeople of Crestline during WWII going through the train passing out sandwiches and a carton of milk or fruit juice to anyone in uniform who wanted refreshment. My impression was that the railroad shop forces were the main participants, but evidently the whole town helped. My last trip was from an airbase near Fort Wayne where we prepared to fly overseas. Taking advantage of a long weekend most headed for home if it was at all feasible. A pair of K4s pulled in with an endless string of P70 coaches jammed with standees. There were Pullmans up ahead, but sleeping space required a travel priority and, of course, was much more expensive.

A typical wartime train using all the equipment Pennsy could muster, it required two stops at each station to get the whole train alongside the platform. Many would stand in the aisle for hours before getting a seat, and if you went to the diner, you would almost certainly lose your seat.

It may be difficult now to realize how greatly appreciated the free refreshment was then. There were a lot of trains through town and a huge amount of food was purchased and given away.

Perhaps other places had similar hospitality, but Crestline is the one that I remember. Thanks people!

BOB ANDERSON
Princeton, N.J.

Mr. Ripley's article "Change at Crestline" brought back a memory or two about a personal experience I had at Crestline, and I can appreciate his fascination with the place. I think I can add an unusual postscript to his story.

In February 1946 I was a passenger on a troop train en route from San Diego, California, to Boston, Massachusetts. We had been on the road for seven days prior to our arrival in Crestline. The previous evening we had arrived in Chicago and spent twelve hours in either the Alton or Pennsylvania Railroad yard. Leaving Chicago that morning, after being served our breakfast from the mid-train kitchen cars and noting it was a meager breakfast, rumors started to fly around that the kitchen cars had run out of food.

When we arrived in Crestline we discovered the local USO still had a lunch counter in the station. You can imagine the mad rush

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we all made and succeeded in cleaning out everything they had. After all, some of us still had a 24-hour trip ahead, which actually turned out to be another 36 hours before we arrived in Boston. Later that day, rumor became fact when word was passed the kitchen cars would not be open for the rest of the trip.

After all these years, I still have not forgotten the generosity of the citizens of Crestline who manned and probably supplied that USO counter. Undoubtedly, many of them were in some manner connected with either the PRR or the New York Central. Even at this late date, it would be appropriate to express my thanks and appreciation for that lunch break in Crestline.

P.G.A. DURGIN
Portland, Maine

CN's Ste. Rose sub

In reference to Bohi's and Kozma's bit on the GMD1s in the November 1990 issue (page 50), the Ste. Rose sub is still in place, but trains have not run on it for two years and will never again. All the elevator tracks have been torn up, and the grain is now trucked to other elevators on the Gladstone sub.

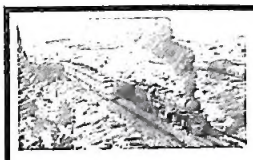
MARK A. PERRY
Dauphin, Manitoba

On C420s and names

In regards to Sandy Burtons' "A Tale of a Century," some additional information is order. The A&M did not purchase the entire fleet of C420s from Guilford, as one unit had been torn down for overhaul at Colonie Shop. For whatever reason, this unit was not completed and was "orphaned" when Colonie underwent a major workforce reduction. The remains of this unit were donated to a local NRHS chapter, who stripped it and scrapped the remains.

Additionally, D&H C420s have been preserved by the Central New York Chapter NRHS and the Anthracite Railroads Historical Society. The ARHS unit should be operating shortly, and the Central New York unit is reportedly unserviceable at the moment.

Lastly, the A&M C420 62 named for Mr. Hockaday is the third locomotive named by



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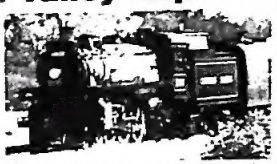

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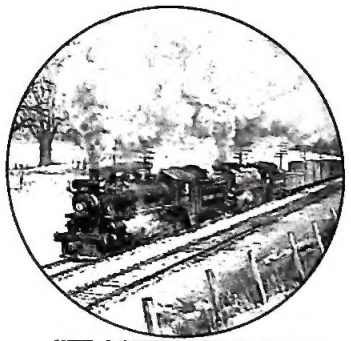

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the railroad. The first unit was C420 60, named for former Alco service manager and D&H CMO Chris MacDermot. The second unit was an RS1 named for Bruce Klink, an authority on the Model 539 engine.

K.C. SMITH
Danielson, Conn.

Hockaday and Barriger

Just a couple of comments about your November issue. First, regarding that photo on page 81 of the ConnDot/NH GP9 leased (not purchased) from Guilford Transportation Industries — it's the best damned GTI paint scheme I've seen, period!

As for George Hockaday being the only man alive who has had two locomotives named in his honor, I suspect such is true. However, the late John W. Barriger had a similar honor bestowed upon him, but posthumously. Two of his former employers, the Rock Island and Boston & Maine, named GP40s in JWB's honor around 1978 or so (he died in 1976). George is deservedly in rarified company.

CARL R. BYRON
Groton, Mass.

UP 844 and Army 2-8-0s

The article "Thirty Years of Excursion Steam" in the November 1990 R&R states that Union Pacific 844 did not make her first fantrip until June 6, 1958. In David P Morgan's renowned book *Steam's Finest Hour* (Kalmbach, 1959), the 844 is shown on page 106 hauling a railfan extra through Echo Canyon, Utah, in 1948 — a full decade before the date quoted in R&R! Who knows how many other trips for fans or excursionists the 844 may have hauled?

On another subject in the same issue, on page 84, you show the transformation of ex-U.S. Army 2-8-0 610 and refer to the metamorphosis as "truly amazing," as though this had never been done before. Do you remember what Tom Long did with ex-GI Consolidation 1702 on the Reader in 1966? It too, turned out very handsome. Too bad you did not include a 1702 shot for comparison.

RON ZIEL
Bridgehampton, N.Y.

I knew very well about "Mr. Tom's" conversion on the 1702, and it was one reason that I considered the TVRM transformation so amazing. Even after seeing the 1702 "in the flesh" and riding her cab and tender top over the road, I would not exactly call it "handsome," though it was a bit of an improvement over the basic GI 2-8-0 — J.B.

Rediscovering SD45s

I was on a plane coming home from an awesome week on the Santa Fe in Arizona and California and was thinking about the action I had seen. Then it hit me: after seeing so many trains, it dawned on me that at least every third train had at least one SD45 either leading or trailing in the power consist. Whether straight rebuilt or Dash 2, these SD45s are what drew me back out west for the third straight year.

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ANDREW KOENIGSBERG
Edison, N.J.

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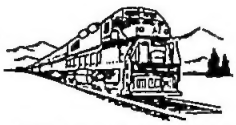

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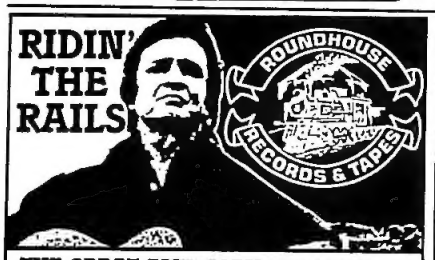

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Our film was photographed between 1936 and 1951, mostly in the area of Springfield, Mass. Some of the trains you'll see are the New England section of the Twentieth Century, the New England section of the Wolverine, the first day's run of the New England States, and Wendell Wilkie's campaign train. All-in-all, it's a great view of the fading days of steam, when steam had reached its high point. Black and white.

RAILROADING IN THE NORTHEAST

Made in the 1930s and 1940s, when the preponderance of motive power was still steam. On the New Haven you'll see 4-6-4s, 4-6-2s, 2-10-2s, and electric. On the New York Central 4-6-4s and a 4-8-2; on the Central Vermont, 0-6-0s, 2-10-4s, 4-6-2s; while on the Delaware & Hudson you'll see 4-6-2s and a 2-8-0. Both photographed by J. W. Deely and E. R. Blanchard and organ score by Robert Israel. Black and white.

30 Minutes BH-100 $19.95

WHITE PASS & YUKON/ RIO GRANDE SOUTHERN/ BUSTLING NARROW GAUGE

WHITE PASS AND YUKON

Photographed in 1951 by Woodrow Gorman. You'll see a variety of White Pass narrow gauge Mikes — as many as three on a train — working the 3.9 percent grade up the Pass. And a variety of mixed trains, passengers, and freights — along the Yukon — on high trestles — snaking along ledges high above the canyon bottom. Color.

RIO GRANDE SOUTHERN — TRESTLES OF OPHIR

Photographed by Woodrow Gorman in the years immediately before World War II, and in 1950. Shows vintage motive power and rolling stock mixed with that leased from the Denver and Rio Grande Western and spectacularly pictures the most fabulous stretch of mountain railroad in the United States which reached its pinnacle in the Ophir Loop. Color.

THE BUSTLING NARROW GAUGE

See the San Juan on the Rio Grande as it prepares for its westbound trip from Alamosa and over the mixed gauge to Antonito. Then a major sequence of a westbound freight approaching Cumbres pass with 47 cars (1648 Tons), and going around the big loop on the east side of the pass. Scenes of the westbound San Juan at Cumbres, and eastbound San Juan coming up the 4 percent grade and around windy point.

Every title has a marvelous organ score performed by Robert Israel on the Simonton Theatre Pipe Organ. Color.

31 Minutes BH-200 $19.95

DANGER LIGHTS (1930)

JEAN ARTHUR, LOUIS WOHLEIM

The railroads and railroad men are heroic in their dedication to the tenet of giving the best possible care to each other and their trains. The climax is unexpected and thrilling. When life is at its bleakest, the true blue railroaders rise to the test. This film belongs in every railroad lover's collection. Black and White.

73 Minutes BH-300 $19.95

GREEN MOUNTAIN RAILROADING ON THE RUTLAND/ WHEN STEAM WAS KING.

GREEN MOUNTAIN RAILROADING ON THE RUTLAND

Photographed in 1951-52 by Fred McLeod. The Rutland Railroad came into being in the 1890's through the combination of the Bennington and the Rutland Railway and the Central Vermont's Bellows Falls-Burlington line. In the 1920's it was a part of the New York Central system. A three week strike in 1953 ended passenger operations and another strike in 1961 closed the line for good. Blackhawk® Orchestral score. Black and white.

WHEN STEAM WAS KING

Here is steam power from coast to coast as it was twenty-five to thirty years ago. Incl. locomotives and trains of the New Haven, New York Central, Bessemer and Lake Erie, Chesapeake and Ohio, Pennsylvania, Nickel Plate, Louisville and Nashville, Erie, Great Northern, Northern Pacific, Union Pacific, Texas and New Orleans (S.P.) and Santa Fe. Photographed and produced by Carl Dudley. Piano score by Jon Mirsalis. Color.

20 Minutes BH-400 $19.95

THE GRIT OF THE GIRL TELEGRAPHER/ IN THE SWITCH TOWER

THE GRIT OF THE GIRL TELEGRAPHER (1912)

ANNA Q. NILSSON, HAL CLEMENTS, GUY COOMBS, HENRY HALLEM, MIRIAM COOPER

While the detective's away, thieves will play and the job of nabbing the notorious Smoke-up Smith falls to Betty. Knowing the game is up, Smoke-up steals an engine with our heroine in hot pursuit, but he doesn't stand a chance. Kalem excelled as an early producer of railroad dramas and found double duty for many. Whenever accidents or injury threatened the release schedule of its popular *Hazards of Helen* series, Kalem reached into the vault for an appropriate film and *The Grit of the Girl Telegrapher* was one chosen for release as *The Girl Telegrapher's Nerve*, the 69th *Hazard*. Black and white.

IN THE SWITCH TOWER (1915)

WALTER EDWARDS, FRANK BORZAGE

This is the story of a father who neglected his son for drink, and went to prison for his part in a barroom brawl. It is as touching today as it was over a half-century ago. Years pass and the boy, now grown-up and working for the same railroad his father had, realizes that his anger over the years was a foolish reaction. Forgiving his father, Frank sends a letter informing the old convict that he will soon visit the prison. At the same time, a parole is granted and the father sends a letter in the name of another informing the son that he had died. Returning to the railroad to be near his son, he arrives in time to foil a plot to wreck the Limited. Both piano scores by Jon Mirsalis. Black and white.

47 Minutes BH-500 $19.95

RAILROADIN' (1941)

This film was made by the General Electric Company to show America on the move with her system of railroads. 1941 steam, diesel, and electric locomotives and trains of the times from all over the nation. From Daylights to Hudsons, steam is covered; Railway Express to meat and grain loadings are shown. Great shots! This is for all fans. Color.

27 Minutes BH-600 $19.95

STEAM & DIESEL ON THE BESSEMER & LAKE ERIE/ THE DIESELS ROAR ON THE PENNSY

Photographed by Fred McLeod

"Steam & Diesel" was filmed in 1951-52 so we see passenger service in the twilight years. The final run of the daily (except Sunday) local between North Bessemer and Greenville, PA is shown. "Diesels Roar" was filmed between 1952 and the early 60's. See five "Geeps", the westbound "Duquesne" a Baldwin "Centipede" and much more, a great many of which are now gone. Actual sounds recorded on the scene. Black and white.

24 Minutes BH-700 $19.95

THE THUNDER OF STEAM IN THE BLUE RIDGE

Photographed by Fred McLeod

Most of the scenes were photographed in 1958 in the mountainous area on the Norfolk & Western's main line between Roanoke and Bedford, VA. You'll see the N&W's tough articulated locomotives in the 2-6-6-4 and 2-8-8-2 wheel arrangements, pulling and pushing on the mountain grades, and the n7w modern 4-8-4 passenger locomotives on some of the road's name trains such as the Powhatan Arrow, the Cavalier and the Pocohontas. The actual synchronized sound is music for every rail fan. Color.

20 Minutes BH-800 $19.95

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

RIO GRANDE SKI TRAIN operates weekends through April 7, plus March 22 and 29. Departs Denver Union Station 7:15am and arrives Winter Park 9:15am; return trip departs Winter Park 4:15pm and arrives Denver 6:15pm. Coach tickets $25; First Class (spacious seating with continental breakfast) $40. Travels on D&RGW's spectacular line up the Front Range and through Moffat Tunnel. Contact: Rio Grande Ski Train, 555 17th Street, Denver, CO 80202; 303/296-4754.

BOSTON, MASSACHUSETTS, January 26. "Snowflake Special" chartered Amtrak round trip (over 400 miles) to the Berkshires. Depart South Station 8am, return 8:20pm. Optional boarding points available, plus choice of sleigh rides, visit to historic Deerfield or "Mountain Railroading" to Albany, New York. Fares, including lunch and choice of activity: adult $60, ages 5-16 $45. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone 617/361-4445.

CHATHAM, NEW JERSEY, February 16. "EastRAIL '91" multi-media rail photography program at the Chatham High School Auditorium, noon to 6pm. Programs by Rob Leachman on Milwaukee Road and Maritime Canada, Scott Snell on main line railroading, Alan Bellis on Sand Patch, Greg Nazarow on British Columbia and others. Admission $12 for adults, $8 for age 16 and under; advance sales preferred, but tickets will be available at the door. Sponsored by Jersey Central Chapter NRHS and hosted by *Railpace* and R&R. Order tickets from: EastRAIL '91, P.O. Box 700, Clark, NJ 07066; phone inquiries at R&R office 9am-5pm weekdays 201/383-3355. Make checks payable to "Jersey Central Railway Historical Society."

BOSTON TO NEW ORLEANS, February 16-24. "New Orleans Express" from Boston and Northeast Corridor locations via Amtrak's *Southern Crescent* to lodge in French Quarter and enjoy St. Charles streetcar line, riverboats and Bayou cruises along with traditional cuisine. $1200 per person, double occupancy. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone 617/361-4445.

RAIL TRAVEL CENTER, 800/458-5394 or 802/527-1788, is offering the following North American rail tour packages:

Colorado/Yellowstone/Tetons, February 16-25. Ride *California Zephyr*, Rio Grande Ski Train; tour national parks; four-day snowcoach in Yellowstone on unplowed roads. From $1599.

VIA Rail Coast to Coast, March 9-24. Ride *Canadian* Vancouver-Toronto, LRCs Toronto-Quebec, domeliners Levis-Halifax-Montreal. Tour major cities. From $1799.

MODESTO, CALIFORNIA, March 16. Winterail '91 at Modesto Centre Plaza. The 13th annual show features an evening of multi-media slide presentations by Blair Kooistra, Elrond Lawrence, Eric Blasko, Steve Schmollinger, Charles Lange, Steve Spohn, Rich Harris, Alan Miller, Vic Neves, John Ford and Don Olson, preceeded by a six-hour railroadiana show & sale. All-day (both events) admission $15 *by advance mail only* from Vic Neves, Winterail '91, P.O. Box 23721, Oakland, CA 94623-9991; admission to just the railroadiana show $3 *at the door only*. For information on renting dealer tables, contact: Dave Stanley, Winterail '91, P.O. Box 30661, Stockton, CA 95213-0661.

BOSTON, MASSACHUSETTS, March 23. Sugartime Special chartered train via Conrail and Central Vermont to Sugarbush Country of Vermont. Depart South Station 8am, return early evening, with convenient boarding in central Massachusetts. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

SACRAMENTO, CALIFORNIA, May 3-12, 1991. Railfair '91 at the California State Railroad Museum. To date, 21 steam locomotives are confirmed to attend this ten-day event marking the museum's 10th anniversary. Other equipment representing the past, present and future of railroading will also be on display. Watch this column and RAILNEWS for further announcements of Railfair's scheduled activities as well as schedules and routings of ferry moves to and from Sacramento. For more information, contact: Railfair '91, California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/323-3153.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-laeger, W.V.

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St. Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, 235 W. Pueblo, Reno, NV 89509 (702/329-5590) is offering the following foreign rail tours:

Mexico's Copper Canyon, eight-day trips departing Tucson February 4, May 22. From $1960.

Guatemala, February 21-March 2. From $1595.

Russian Steam, April 20-28. From $1668.

Trans Siberian, May 22-June 2. From $2450.

Rural France, May 24-June 3.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350) is sponsoring a three-car special to run from Nogales to Guaymas and Los Mochis, Mexico, April 14-21 with recently-restored ex-D&H Alco PA DH-17 scheduled as power. Includes tour of shops at Empalme and Benjamin Hill, visit to steam-powered sugar railway at Los Mochis and a ride behind an 0-6-0 across the Guaymas Causeway. Three nights will be spent at famed SP-built Hotel

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Featured in our 8 Tape Video Series on the Clinchfield Railroad, a brand new GE 40-8, in a break with F-Unit tradition, pulled the 1990 Santa Claus Special. Giving away over 9 tons of toys, games and gifts to children of the Appalachia region, CSX put on a modern look for the 48th Christmas train.

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Playa de Cortes resort. Fare of $955 ($985 if by credit card) per person double occupancy covers all transportation, lodging, transfers and some meals.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tour:

Turkey, April 23-May 3. Led by Dave Thornhill of World Steam.

JOHANNESBURG, SOUTH AFRICA, July 22-August 4. "A Brush With Steam" railfan tour sponsored by Transnet Museum, with special guest renowned rail artist and preservationist David Shepherd. Full 14-day tour includes trips to Eastern Transvaal, Kruger National Park and Kimberley Steam Festival; options available for ET and KNP only, or KSF only. Steam locomotives are scheduled to power all trains, which feature a variety of coach, sleeping and dining accommodations. For fares and other information contact: Transnet, P.O. Box 3753, Johannesburg, South Africa 2000.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW 1990 schedule. Operating layouts, club displays, national and local sellers. Admission $4.50 plus tax, children under 12 free with adult. 11am-6pm each day. Contact: GATS Limited, 312/834-0652.

January 12-13, Tulsa Convention Center, 100 Civic Center, Tulsa, Oklahoma.

January 19-20, Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada.

January 26-27, Multnomah County Expo Center, 2060 North Marine Drive, Portland, Oregon.

February 2-3, L.A. County Fair & Expo Complex, White & McKinley, Pomona, California.

February 9-10, Phoenix Civic Plaza, 225 East Adams Street, Phoenix, Arizona.

February 16-17, New Mexico State Fairgrounds, Lomas & San Pedro, Albuquerque, New Mexico.

February 23-24, Cow Palace, Geneva & Santos, Daly City, California.

March 2-3, San Diego Convention & Performing Arts Center, 202 C Street, San Diego, California.

March 9-10, Dallas Convention Center, 650 South Griffin, Dallas, Texas.

March 16-17, Kansas City Municipal Auditorium, 14th & Central Avenue, Kansas City, Missouri.

March 23-24, Dayton Convention Center, 22 East Fifth Street, Dayton, Ohio.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Admission $5, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main St., Sykesville, MD 21784; 301/795-7447.

Pompano Beach, Florida, January 12-13, Broward Community College North Campus.

Edison, New Jersey, January 26-27, Raritan Center Expo Hall.

Monroeville, Pennsylvania, February 23-24, Pittsburgh Expo Mart.

Bensalem, Pennsylvania, March 2-3, Philadelphia Park.

Timonium, Maryland, March 16-17, Timonium Fairgrounds.

Teaneck, New Jersey, March 23-24, Fairleigh Dickinson University.

BETHPAGE, NEW YORK, January 12. Semi-Annual Grumman Train Show, 800 South Oyster Bay Road, Building 113, 11am-3:30pm. Free admission. HO and N modular layouts, Z, O and trolley models. Contact: Stephen Williams, 516/575-2079.

ELMONT, NEW YORK, January 13. St. Vincent De Paul Famous Train Meet at St. Vincent De Paul School Auditorium, 1510 De Paul Street, 10am-4pm. Buy, sell, trade. Adults $4, under 12 free with adults. Contact: Frank Deorio, 516/352-2127 or 516/486-6658.

RALEIGH, NORTH CAROLINA, January 19-20. 7th North State Toy & Train Show at North Carolina Fairgrounds, 1025 Blueridge Boulevard, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4, ages 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

FALL RIVER, MASSACHUSETTS, January 20. Old Colony & Fall River Railroad Museum 4th Annual Train Show at Municipal Veterans Memorial Armory, 72 Bank Street, 10am-4pm. Adults $2, ages 5-12 $1, under 5 free with adult. Contact: Jay K. Chatterton, P.O. Box 4355, Fall River, MA 02722; 508/673-7061.

ST. CHARLES, MISSOURI, January 26. St. Charles Model Railroad Club Annual Train Fair at Stegton Restaurant, I-70 & South 5th Street, 9am-2pm. Admission $5, under 5 free. Contact: Jim Monroe, 129 Hunter's Ridge, St. Charles, MO 63301; 314/723-3115 evenings Central Time.

GILBERTSVILLE, PENNSYLVANIA, February 3. Gilbertsville Train-O-Rama at Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $2, family $5. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

DEDHAM, MASSACHUSETTS, February 3. Rail-A-Rama at Biarritz Plaza, adjacent to Holiday Inn, junction of routes 1, 128 and 1-A. Adults $2, under 12 $1. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

WEST SPRINGFIELD, MASSACHUSETTS, February 9-10. Amherst Railway Society Annual Big Railroad Hobby Show at Better Living Center, Eastern States Exposition, 1305 Memorial Avenue, 10am-5pm. Adults $4, ages 6-11 $1, under 5 free. Nearly three acres under one roof. Over 20 operating layouts, displays, railroadiana, flea market, food and more. Contact: Robert A. Buck, Show Director, 8 Bacon Street, Warren, MA 01083; 413/436-5318.

HAMBURG, NEW YORK, February 9-10. Western New York Train & Toy Show at International Agricenter, Erie County Fairgrounds. Adults $3, children $1.50, parking $1. Contact: WNYRHS Show, P.O. Box 172, Orchard Park, NY 14127; 716/992-3425.

BURLINGTON, VERMONT, February 16. Burlington Railroadiana & Model Railroad Show at Memorial Auditorium on Main Street (between Union Station and University of Vermont), 10am-4pm. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Karen C. Korpi, 43 Hemlock Road, Milton, VT 05468.

BELLMAWR, NEW JERSEY, February 17. Pennsylvania-Reading Seashore Lines Historical Society 2nd Annual Train Meet at Bellmawr Park Volunteer Fire Company on Essex Avenue, 10am-3pm. Adults $3, under 12 free, tables $15. Contact: John or Karen Nichols, P.O. Box 1214, Bellmawr, NJ 08099; 609/933-0336.

OTTUMWA, IOWA, February 23-24. Railroad Fair Weekend at Quincy Place Plaza, U.S. 34 West and Quincy Avenue, 9am-9pm Saturday, noon-5pm Sunday. Operating layouts, clinics, swap meet and slide shows. Free admission. Tables available. Contact: Richard Hood, 801, Jefferson Street, Burlington, IA 52601; 319/754-4979 or FAX 319/752-4627.

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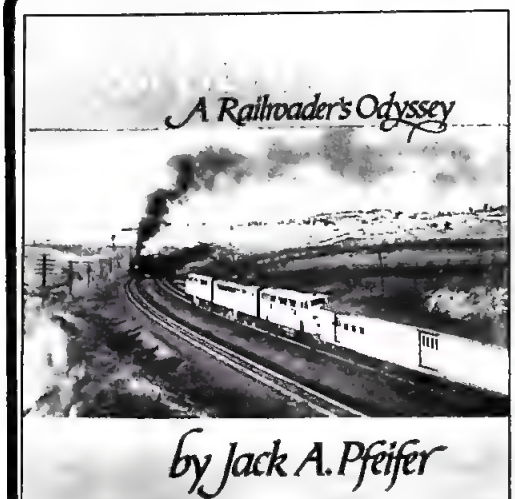

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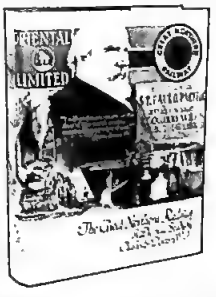

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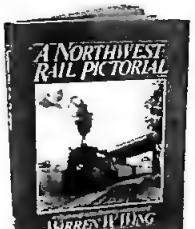

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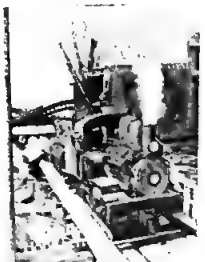

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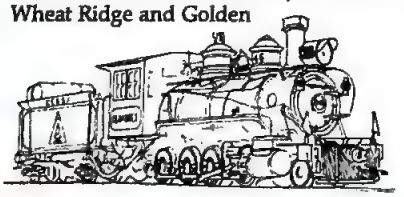

Railroadiana

BY BRUCE KELLY

What's New?

Royal Blue Line by Herbert H. Harwood, Jr., is a 200-page 8½"×11" hardcover illustrated history of the B&O's New York-Philadelphia-Washington route from its beginnings in the 1840s through the luxurious Royal Blue Line trains of the 1890s to its virtual demise in the 1950s. The 16 color photos and more than 200 black & white photos, maps and illustrations are all beautifully reproduced on glossy pages. In addition to its crack passenger trains, which in later years were powered by Es, the route hosted freight moves led by blue Fs and Geeps and Chessie-schemed GP40s, and in recent years has been used by Conrail for its traffic up and down the East Coast. Appendices listing motive power of the Royal Blue Line (in great detail), its 1890s and streamliner-era consists and stations mile-by-mile wrap up this fine book, selling for $40.00 postpaid from Greenberg Publishing Company, 7566 Main Street, Sykesville, MD 21784.

Yet another book to tantalize dining car buffs, *Dining on Rails* by Richard Luckin is a hefty 394-page 8½"×11" softcover revised edition of the dining car china encyclopedia which has been out of print since 1986. (That original edition was among 20 books nominated for the 1984 Book Award by the R&LHS.) As if the more than 1200 black & white photos of plates, cups, pitchers and other pieces aren't enough, the book is crammed with data on each railroad's dining car service and the patterns, makers, date markings and other details relevant to the china. There's even a chart comparing the rarity of certain patterns. A *must* for any railroad china freak, it sells for $48.70 postpaid from RK Publishing, 621 Cascade Court, Golden, CO 80403-1581.

With little blinking boxes guarding the rear end of so many trains these days, *Cabooses of North America* by James T. Bradley is an interesting, yet basic, all-color book covering Class 1 railroads from AT&SF to WP, with photos of the primary caboose models used by each company and brief descriptions. Designed more as a photo roster of caboose *types*, it doesn't contain any kind of listing of the number series or quantities of each caboose used. Although short lines aren't covered, merger giants like Conrail and BN get extended treatment with sections on their predecessor roads. The typesetting is a little rough, looking like it could have been hammered out on a typewriter, but the overall sharpness and color fidelity of the pictures makes up for it. The 8½"×10½" album-format softcover sells for $19.95 from Bradley Enterprises, P.O. Box 894, Irving, TX 75060.

Calendar Call

Leading off this month's deluge of all-color calendars is the "Don Ball, Jr., Railroad Calendar 1991," blending timeless scenes with

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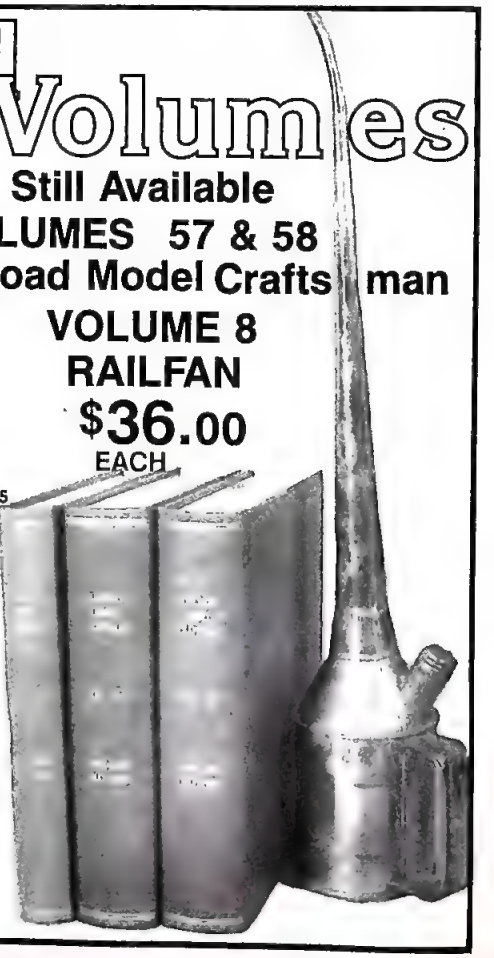

sharp graphics in a 12″×24″ vertical foldout format. Subjects include Western Pacific Fs; ex-C&O 4-8-4 614T on its 1985 ACE 3000 test run; a Maine Central E7; a Guilford GP39-2 leading UP Big Boy 4012 during Steamtown's relocation to Scranton; a Mo-Pac E7 on the *Texas Eagle*; Philadelphia & Western's *Liberty Liner*; excursion service GTW 4-6-2 5629 at Valparaiso, Ind., in 1967; CN boxcab electrics; twin D&H Baldwin Sharks; two L&HR C420s switching the zinc plant at Ogdensburg, N.J.; Springfield Terminal GE 44-tonner No.1; all four of Western Maryland's FA2s and a Geep at Hagerstown; an LIRR GP38-2 in the snow and ex-FEC 4-6-2 148 in New Jersey in 1975. It sells for $10.95 ($14.95 Canadian) from W.W. Norton & Company, 500 Fifth Avenue, New York, NY 10110.

Terrific vintage color by Donald Duke and others is presented in Video Rails' "Southern Pacific Cab Forwards 1991 Classic Collector's Calendar," which folds out vertically to 13″×20″ with scenic views of SP's big backwards-running Baldwin 4-8-8-2s (which are the most recognized of SP's various cab forward models) against Arizona's Superstition Mountains, tackling Beaumont Hill, helping a passenger extra up the Tehachapi grade, running the Modoc Line, paralleling the WP through Altamont Pass and working and standing at several other California locations. A great companion to Video Rails' series of 30-minute video tapes on SP and UP steam, the calendar sells for $11.95 from Video Rails, P.O. Box 80001, San Diego, CA 92138. To order by phone, call toll-free 800/262-2776.

McMillan Publications offers its usual high-quality color imagery in the "1991 Santa Fe Calendar," which folds out to 14″×22″ with a front cover shot of super cab Super Fleet GP60Ms and FP45s in Arizona. Inside are shown Geeps entering Wallis, Texas; an E8 with the tiny *Eastern Express*; a GP39-2 clearing snow drifts in Illinois; company tugboat *Paul P. Hastings* on San Francisco Bay; a GP35 in branch service in Kansas; an F45 in SPSF merger colors entering Abo Canyon; Alco PAs snaking west out of Summit, Cal.; A-B-B-A-B-B-B-A-A Fs at Williams Junction, Ariz.; conventional GP60s, B40-8s and SD40-2s leading hot intermodals; a CF7 at Bartlesville, Okla.; three big GEs and an F45 winding coal and covered hoppers through Crozier Canyon and eastbound freight in a winter wonderland atop Cajon Pass. New from McMillan Publications is their "1991 Conrail Calendar," similar in format to the Santa Fe calendar but featuring Conrail B40-8s and a GP40-2 crossing the IC at Brighton Park in Chicago; E8 4022 crossing the old DT&I at Quincy, Ohio; several freight scenes on the busy ex-PRR main in Pennsylvania, including Horseshoe Curve in brilliant fall colors; SD50s amid frigid snow in Indiana; a GP38-2 working a local; freights crossing notable bridges and ex-EL E8s (one in Conrail blue) in commuter service out of Chicago in 1977. The Santa Fe and Conrail calendars sell for $8.95 each, or both for $17.00 (Ill. res. add 6¾% tax), from McMillan Publications, 2921 Two Paths Drive, Woodridge, IL 60517-4512.

The Weekend Chief Publishing Company is selling four 11″×17″ all-color calendars this year. Highlights of the "Milwaukee Road 1991 Calendar" include home-built motor car 5900; boxcab electrics at Butte; an RSC2 holding for Rock Island varnish at Far-

* William J. Brennan *

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mington, Minn.; two GP40s and an ex-Southern SD24 on street trackage in Bellevue, Iowa; SD40-2s meeting leased CN SD40s in South Dakota; an FM H16-44; a GP38-2 and wedge plow at Great Falls, Mont., and the interior of a "Skytop" observation lounge. The "Erie Lackawanna 1991 Calendar" includes an E8 and two SD45s running elephant style; 4-6-2 2544 at Spring Valley, N.Y., in 1953; an H16-44 leading B-B-B-A Fs out of Port Jervis; a GE/EMD/Alco consist on Starucca Viaduct; an RS2 at Passaic, N.J., at night and more great shots. Weekend Chief's "Pennsylvania Railroad 1991 Calendar" offers paired Sharks, RS27s, E7s, a B-1 boxcab electric, a doodlebug, SD40-2s and MP54 m.u.s in work-a-day action pictures taken in yards and out on the main, plus a trio of 0-6-0s simmering at Camden, N.J., in 1957; K4sa Pacific 612 leading a New York & Long Branch fantrip, also in 1957, and the short-lived *Aerotrain* in revenue service to Pittsburgh. Also from Weekend Chief is the "1991 RDC Calendar," full of action and roster shots of Budd diesel cars on MBTA, Metro-North, MARC, Pittsburgh's PATrain, SEPTA, NJ Transit, VIA Rail and Amtrak. Order the Milwaukee Road calendar ($7.95 plus $1.00 shipping) and EL, PRR and RDC calendars ($7.25 each plus $1.00 shipping) from The Weekend Chief Publishing, P.O. Box 1676, Mineola, NY 11501.

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shoot a dozen or more rolls on *each* individual setup, motor driving the film through his tripod-mounted Nikons. He shot 3325 rolls of film in 1989 alone! A few frames may get sent immediately to rail magazines for publication, but the vast majority gets added to Benson's expanding catalog of original Kodachromes. With more than 700,000 slides in stock dating from 1975 to the present, the 60-page, 5½"×8½" catalog lists by road number locomotives, cabooses, business cars and other equipment from roughly 750 different railroad names and industrial owners in North America (including Mexico), Brazil and Australia. Prices for each slide range from 90¢ for U.S. and Canadian subjects to $1.25 for Australian subjects. Most of the slides are three-quarter roster views, all perfectly exposed under sunny conditions. John releases his master catalog in March and September, a special "new subjects" catalog in June and November and the previous year's complete catalog in January. To get the latest copy, send $3.00 to John C. Benson Slides, Box 18625, Cleveland Heights, OH 44118. In return, you'll even get two sample slides.

Traction Publications **by Joe L. Diaz**

LIGHT RAIL TRANSIT ON THE WEST COAST by Harre W. Demoro and John N. Harder is a 98-page 8½"×11" perfect-bound with attractive color photograph covers. This is a very interesting, detailed photographic look at each of the recent light rail transit developments along the west coast of the United States. With 160 black & white photographs accompanied by detailed captions and adequate editorial material, the authors have provided the reader with a very satisfying look at this amazing rebirth of the streetcar. The initial chapter, "Return of the Streetcar," explores the origins and development of this very successful and now-well-established new world, certain to fascinate the traction fan. The people, the process and the legislation which enabled this new venture in the transit field to go forward and succeed brilliantly is covered herein.

There are chapters detailing each of the new operations: San Diego, San Jose, San Francisco, Sacramento and Portland. The chapter dealing with the Los Angeles-Long Beach line is brief because this system was still in the development and construction stage at the time of publication. The other systems are operational with further development in the planning stage in each case. An attractive feature of this interesting book is the number of photographs depicting the streetcar and interurban railway operations as they existed in the latter years of their operation prior to the complete conversion to motor bus operations in each of these locations. Additionally, each chapter contains a well-defined route map illustrating the lines. There are numerous illustrations of much of the signage displayed, plus some of the brochures, advertisements and timetables. Also covered briefly is the evolution of the light rail vehicles employed and their adaptation to the various installations. There is also a bibliography and notes about the authors.

This is a quality publication at a very modest price describing in detail a new era in streetcars. It is available for $13.95 postpaid (N.Y. res. add state or local tax) from Quadrant Press, Inc., 19 West 44th Street, New York, NY 10036.

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Kansas Division Steam Finale: 1950-1956, by Lloyd Stagner, published by South Platte Press, P.O. Box 163, David City, NE 68632, 48 8½"×11" album-format softcover pages, $11.95 plus $2.50 shipping.

There seems to be a growing number of what may be described as "railroad picture books." Such volumes, often with full-color photographs, give one a visual perception of a railroad — its operations, trains, geographic location and scenic appeal, if any. On occasion, such books may cover the entire railroad scene nationally, with brief glimpses hither and yon. Many people, myself included, enjoy this type of book for casual perusing.

But Lloyd Stagner's latest effort is definitely *not* such a volume. It is a locomotive book, pure and simple. It covers the final years of steam operations on UP's lines from Denver to Kansas City and from the latter city to Marysville, Hastings and Gibbon, Nebraska. All branch lines in Kansas are well covered, including the old line to St. Joseph, Missouri. The author obviously did his homework, and did it very well. There are several pages of informative text detailing the steam situation year by year until the bitter end in mid-1956. There are 72 black & white photos of the locomotives involved during those final 5½ years. Most are what may loosely be called "roster shots," with enough action shots to enhance the book's appeal. Photo quality is quite good, with all classes of locomotives well illustrated. Captions give specific and complete information. Engine assignments to division terminals are listed for December 31, 1949, and December 31, 1955. There is also a table of specifications for all Kansas Division steam power used during those final years. A legible, well-printed map of the division appears on the book's back cover, very helpful in determining the location of photographs.

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Who should own this softcover, reasonably-priced, well-printed book? Anyone with a serious interest in UP steam locomotives, anyone with fond memories of the Kansas Division and perhaps about anyone who simply enjoys looking at a bookful of good steam locomotive photographs. Graded specifically on what this book seeks to accomplish, it gets an A from me — HOWARD FOGG.

The Hudson & Manhattan Railroad Revisited, by Paul Carleton, published by D. Carleton Railbooks, P.O. Box 1827, Dunnellon, FL 32630; 128 8½"×11" pages, hardcover, $29.95 postpaid.

The author has produced a most attractive book about a complex urban rapid transit system that has now been in operation for over 80 years and still provides as the "PATH System" a vital transportation link from the New Jersey metropolitan area directly into downtown Manhattan via two routes. The Hudson & Manhattan Railroad had its beginnings in a Hudson River tunnel scheme, one of several that evolved through a long and tedious struggle to get commuters directly onto Manhattan Island without riding a ferryboat. The H&M and its successors were a major factor in the demise of the many Hudson River passenger ferry operations originating in New Jersey (the Staten Island Ferry operates today carry both passengers and motor traffic). The railroad, in fact a rapid transit system, is operating today at a capacity and distance that would startle the men who gave birth to it. The early history of the railroad is well covered along with good photographs and illustrations of early equipment, plus scenes of PRR steam and early electric locomotives. In addition to being an accomplished photographer Paul Carleton possesses an excellent feel for assembling photos to show the operation through the years. The joint-service era with the Pennsylvania Railroad is also well documented and illustrated. Key places on the line (Newark, Harrison, the Jersey City Cut, Journal Square, Hoboken, Manhattan Transfer and wetlands known as the Jersey Meadows on up to 33rd Street in Manhattan) are all well covered in descriptive separate chapters, along with the transition to today's Port Authority Trans Hudson (PATH).

The use of 230 photographs, largely black & white, some printed in color duotone, and a selection of well chosen color photos give the reader an outstanding look at the line and its operation. The photographic reproduction is very good on coated paper stock, and the informative captions tell quite a bit of the story. Twelve maps, largely trackage diagrams in half page or larger size, are included. Also included is a PATH car equipment roster, an explanation of the 600-volt power system and some details of the unique couplers used on the PATH equipment. A chapter titled "Cameras and Film" tells about the types used over the years, along with an acknowledgment of the photographers who contributed to the project. In conclusion, this book is an outstanding look at a very fascinating and busy rail operation — JOE L. DIAZ

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Santa Fe 3751 at speed in the 1950s. She will return to the rails in 1991 to pull the **California Limited** *to Sacramento.*

Auto-focus Cameras: One Year Later

GUEST COLUMNIST: DAVID C. LUSTIG

After putting down my initial thoughts on the topic in the August '89 CAMERA BAG, it's been a little over a year now that I've actively included an auto-focus Nikon N8008 camera in my bag of gear — and, by and large, it's been a great romance.

There was the time, for example, when a friend and I were driving through the mountains of northern California. The highway crossed the Southern Pacific tracks, and as luck would have it, a train was about to pass under us. In a move to make any railfan proud, as my friend drove, I quickly turned and pressed the shutter button, the camera taking care of both exposure and focus. When I developed the film, only a slight straightening in the darkroom was necessary for a very acceptable scene, one that I might not have gotten with my other, non-auto-focus equipment.

Or the time I heard on the scanner that a single brand new GE Dash 8-40B was on a San Fernando Valley local that normally gets a pair of forgettable SW1500s. Driving to the tracks, I arrived just in time to hop out of the car and watch the crossing gates go down. With an auto-focus 70-210mm zoom, I pushed it to about 150mm, aimed and shot just as the short train ambled by.

But my auto-focus camera isn't perfect. I forget it can have a mind of its own.

Like the time I was going to take a simple oncoming wedgie of the *Coast Starlight* hurrying through Chatsworth. I waited, aimed and pressed the shutter button halfway down to activate the focusing mechanism. *Tu Da!* It went from slightly out of focus to completely out of focus by going from almost infinity to its closest focusing capability before going back to what it should have been. Meanwhile, by the time it worked its little gears back to sharp, instead of a pair of F40s in my viewfinder, I wound up mid-train with a passenger car.

Which leads me to pass on a valuable lesson with auto-focus cameras and moving trains. When at all possible, learn to pick your focus first and lock it in until the train comes to you. And yes, doubters, it's still more accurate than the manual method.

While the camera does its job very well, there are variables that come into play that sometimes tend to be forgotten when shooting in a hurry. Like where the N8008 is going to do its focusing. Speedy auto-focusing means I can theoretically take more "impossible" shots than before. Many times when action happens, I've managed to raise the camera and shoot, everything taken care of. But if I'm not careful, I tend to let the cam-

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era take the photo instead of me.

For example, I wanted to have a shot of freight cars banging across a diamond. I envisioned blurry cars on the left and right side of the photo, with the middle of the diamond only having the couplers, thereby looking down the track towards what I hoped would be another train. And I found the perfect

So I let the camera do the work and was blissfully happy until I printed the first picture. The diamond and the cars were out of focus! Of course they were, the auto-focus camera measures a small dot in the middle of the viewfinder, and when freight cars were on the left and right side of the frame, the middle was clear, all the way to China. I had pointed the camera at a spot where it read infinity, and that's where it focused the lens. Next time I'll either hold down the auto-focus lock button (most AF cameras have one) or simply put the whole rig on manual.

The point is, I have found auto-focus to be a useful tool for me to create photographs. It is convenient, very accurate and, as I've stated before, faster than the human hand and eye. But, the most important aspect of auto-focus is for you to use its features to improve your work, rather than to blindly rely on what it can do. Sure, auto-focus works well, but it doesn't have the slightest idea if what it's locking onto is what you intended. Don't become overconfident that because everything is whirring [illegible] inside the camera that everything is going to come out the way you want it to.

Would I buy a second auto-focus camera to back up the N8008? I'm already thinking about it. Anyone got a good price on a Nikon F4S?

Videos

BY MIKE DEL VECCHIO

New Arrivals

A new video producer, Hi-Iron Railroad Videos, 67-27 48th Avenue, Woodside, NY 11377, is offering two programs covering subjects that seem to have eluded the larger producers. First, **"Four East Coast Railroads"** features the three-foot gauge Surry, Sussex & Southampton Railway 2-6-2 No.26 on the Pine Creek Railroad in central New Jersey, vintage (1980s) Valley Railroad footage of the 2-8-2 No.40 (ex-Aberdeen & Rockfish) and contemporary views of the Chinese-built 2-8-2 1647, the summer 1989 season at Steamtown in Scranton, Pa., with CPR 4-6-2 2317 and the John Craft photographers' special on the New Georgia Railroad with Atlanta & West Point 4-6-2 290 featured in our

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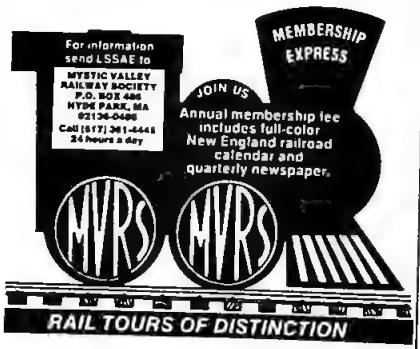

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October [illegible]. In each case there is some pre[illegible] footage shown followed by scenes of the operation. 67 minutes, $39.95 plus $3.00 postage (N.Y. res. add 8.25% tax).

"Valley Railroad Company Chinese Engine No.1647," is the second offering from Hi-Iron Railroad Videos, and it features only the VRR's Tang Shan-built 1647 on its ten-mile round trip between Essex and Chester, Connecticut. This tape includes the best material from the previous tape, expanded upon with more runbys, lineside and cab footage. Overall the video quality is good, and both programs are entirely un-narrated. For a new producer, both programs are well thought out and organized with good editing and a fair amount of action. While some of the older scenes seem to lack the polish of a veteran shooter, the obviously more recent material shows considerable improvement. The shows cover worthwhile subjects that the big companies seem to have left alone. "...1647" runs 36 minutes, $29.95 plus $3.00 postage (N.Y. res. add 8.25% sales tax).

Moving on to other subjects, some fine contemporary action appears in two tapes from Berkshire Productions, P.O. Box 575, Brunswick, OH 44212; 800/322-7650 or 216/225-0303. First is "Climbin' to the Canyon," which follows former LS&I 2-8-0 18 over the grueling hill-and-dale 60-mile Grand Canyon Railway between Williams, Arizona, and the south rim of the famous gorge. Berkshire crews were there late in 1989 during the four-day New Years weekend. The first day found the 18 running the entire line solo in a driving snowstorm. With one coach more than the normal six, the 2-8-0 nearly stalls cresting one of the grades — very dramatic in the bad weather. The following day was crystal clear with several inches of snow, and the scenes with 18 hauling that same train out of Williams with a huge white plume through that high snow-covered desert dotted with small trees is, in my opinion, some of the finest contemporary steam footage shot anywhere to date. For this and the following trips, though, diesels help on the final climb to the Canyon. This tape is well presented and professionally done with historical and operational information on the line. 60 minutes, $39.95 plus $2.75 shipping (Ohio res. add 5½% sales tax).

The second steam release from Berkshire Productions is "The Mighty J, Part 2," which follows Norfolk & Western J-Class 4-8-4 611 hauling 30 empty coal hoppers from Toledo to Brewster, Ohio, during a deadhead move on April 30, 1989. Also covered are two days of excursions with the "J" between Brewster and Toledo sponsored by the Orrville Heritage Committee on May 6 and 7, 1989. This tape is part of Berkshire's "Runby" series of tapes edited for the "rail-

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fan purist" with minimal narration and "looser" editing to show most or all of the train and its surroundings. The footage here is quite good, and these trips really provided some fine "J" action on the main line in weather from sunshine to light snow in all types of Ohio scenery. Berkshire uses high quality MII cameras and editing equipment, their camera work is creative and steady, and the price is reasonable. "The Mighty J . . ." runs 45 minutes, $19.95 plus $2.75 shipping (Ohio res. add 5½% sales tax).

Feature Reviews

"The Blue Mountains, Volume I" and "The Blue Mountains, Volume II," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138, VHS or BETA, VISA, MasterCard or Discover accepted. Each tape 60 minutes, $49.95 plus $3.00 shipping and handling (Calif. res. add 7.25% sales tax).

This "double feature" highlights Union Pacific's grueling haul over the beautiful Blue Mountains of northeast Oregon on the main line between Salt Lake City and the Columbia River. This 200-mile section of track climbs three summits with gradients often exceeding 2%. Trains include everything from fast piggyback and doublestacks to general merchandise and Amtrak, and the motive power is primarily the newest on the system, including the new super cabs from both EMD and General Electric. This region is regarded by some railfans as the most dramatic and scenic portion of the UP.

Video Rails has chosen to separate the coverage of the area into two 100-mile segments: Volume I covers from La Grande (roughly the mid-point) east to Huntington, Ore., and Volume II looks at La Grande west to Hinkle.

Both programs are similar in their makeup, and both begin at the classic mission-style depot in La Grande. The action is then followed in the respective directions. In each tape the line covered is described with narration and the use of maps and easy-to-follow graphics, and during the tape detailed maps of key sections of track are presented, includ-

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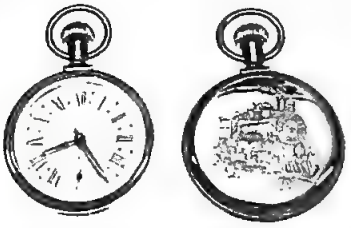

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ing typical throttle and brake settings.

The camera work and editing throughout the tape are top notch; dramatic telephoto work, scenic wide angle vistas and normal lens views which convey the action without distortion. The action is pure mountain railroading with many units, front and rear, and double track with sections of single track, all CTC controlled. There is dramatic pacing footage, and trains are often seen meeting other trains. Many of the grades are steep enough to be readily apparent on the tape. The locomotives are generally clean under sunny Western skies. And after viewing these tapes, I'm surprised that this area isn't more popular with the railfans. The river-side running along the Grand Ronde, the open and sweeping Oxman Curve and Prichard Creek Canyon are all quite impressive and these areas seem to be accessible.

The footage was shot during 1989 and 1990, and there are added surprises like a visit of UP 4-8-4 844 as it crossed this region with the UP business train en route to Portland in 1989 after the LAUPT celebration, a cab ride in an EMD SD60M super cab with the new desk-top control stand and a cab ride in an SD40-2 helper set.

Video Rails is one of the best producers in the railfan video field; their cameras are state-of-the-art, the editing is well paced, the narration is professional and the maps and graphics help make the subject understandable. Both tapes are excellent companions and quite enjoyable to watch. The Blue Mountains of eastern Oregon couldn't be covered better — AL DI CENSO.

"Shays, Lumbering and More," produced by JMJ Productions, P.O. Box 4449, Hollywood, FL 33083; 800/225-8203 or 305/983-2646, VISA and MasterCard accepted, VHS or VHS HQ only, 60 minutes, $44.95.

A generation or more ago, we could be content in knowing that someone at Blackhawk had the Rio Grande Southern captured for all time on film, or the Sunday River gang would keep a number of steam favorites in stock. Archival-quality footage of some steam operations, we *knew* didn't exist. The logging roads of the mid-Atlantic states were one such subject.

The flood of photographers who made those final sorties into backwoods country in search of Shays, Heislers and Climaxes carrying 4×5s and 35mm still cameras really didn't get there until the early 1960s, just as logs or freight were supplanted by diesels, abandonment or tourists. Or so we thought.

A wonderful feeling of surprise coupled with superb resolution is what makes JMJ Productions' "Shays . . ." such a delight. In spite of pre-Interstate highway years, poor quality movie equipment relative to our modern video and the fleeting, reclusive nature of such loggers, someone did get out there and put it all down on film in great detail with clarity matching the exhausts of a three-truck Shay fighting a 6% grade with a half-dozen cars.

The person we have to thank is a familiar name in late 1940s, 1950s and early 1960s rail photography: August Thieme. According to the film, Thieme shot his footage in the late 1940s and 1950s, and there are some identifiable 1960s scenes. The companies covered reads like a "Greatest Hits" list of the geared-locomotive hold-outs that survived past the 1940s.

West Virginia, a name synonymous with Shays and logging, gets the bulk of the attention. Those familiar with Cass Scenic Railroad will be rewarded with shots of Cass' predecessor Mower Lumber Company Shays in fall color (and the color, although slightly faded by time, is still there) as well as early tourist operations when Cass was starting out and Shay 1 was decked out in red and lettered "Cass, Greenbriar, Bald Knob & Cheat River Scenic Railroad." While I consider Cass to be a personal favorite, I'm still thankful that most of the West Virginia coverage focuses on primarily on other roads from the Mountain State: Meadow River, Ely-Thomas, W.M. Ritter and Elk River Coal & Lumber Company. Until now, the spotlight on Cass has been so bright as to obscure these other fascinating operations from note. It's nice to see trains outside the Leatherbark Creek watershed. Even ardent Cass lovers can't complain, since Meadow River Shay 7 and Heisler 6 in the Cass collection are prominently featured here at Rainelle.

There's plenty of great footage of Meadow River trains fording creeks at the "low water

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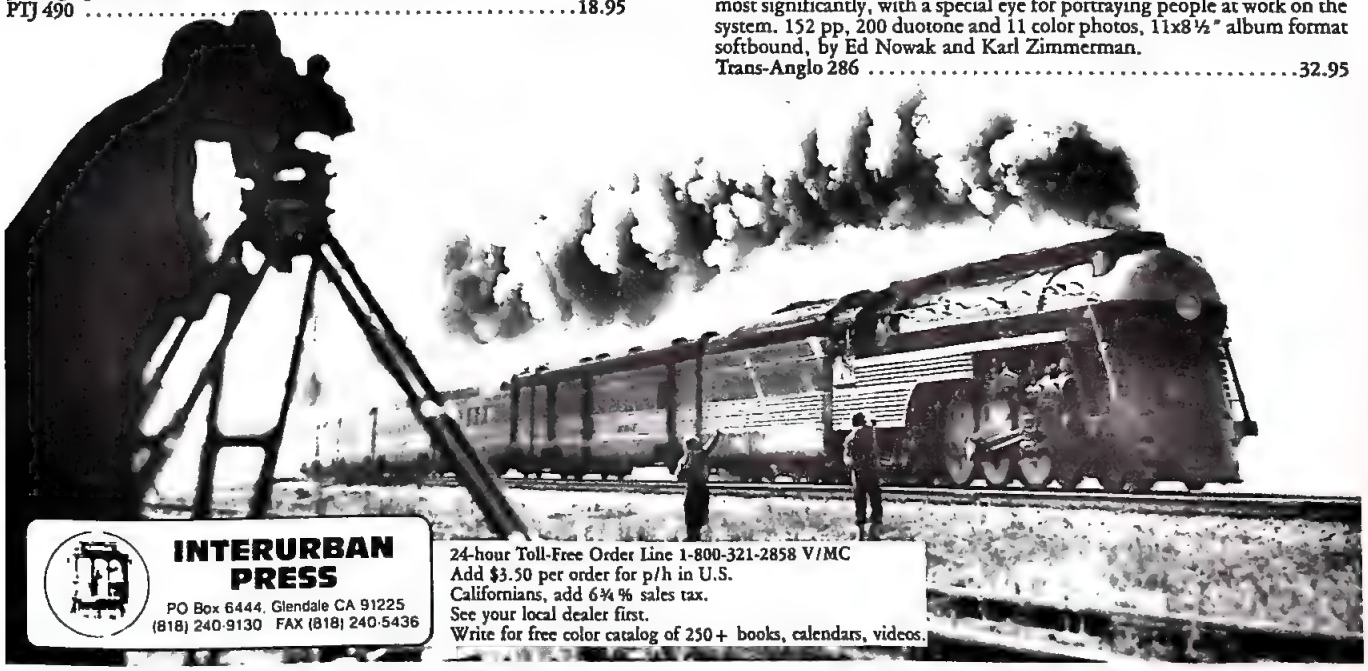

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crossings" (where the tracks are actually laid through the river bed) including one exciting scene where Heisler 6 and loads splash through a run-off choked stream. The coverage literally takes us from loading the train to mill pond, with plenty of runbys, meets and even some pacing out on the road.

Each of the other West Virginia loggers mentioned above is also covered well. And there are some wonderful shots that a rail-oriented photographer usually might not get, such as the two men working with a cross-cut saw at Mower's operation, or men maneuvering logs in the pond to get them on the jack slip (the conveyor out of the pond into the mill). There is footage from the caboose, in the cab and even on the coaling dock to round out the views. These are important parts of the logging railroad experience, and they're all here.

Two non-West Virginia subjects make up the last 15% of the video: We get to see immaculate (compared to its West Virginia cousins) Brimstone 35 wrestling hoppers in Tennessee and Graham County 1926 tuggin' revenue freight in the mountains of Western North Carolina, including a spectacular shot of the road perched in the Nantahala Gorge.

Geared locomotive enthusiasts, collectors of archival steam footage and anyone interested in something out of the ordinary will be pleased with the cinematography. The locomotive sounds on the video are authentic recordings by Thieme, according to the video. For the most part they are well matched to the scene being shown at the time. Unlike some dubbed steam locomotive sounds, I felt this job certainly complimented the video footage instead of detracting from it. A Shay without lots of noise, clatter and fuss is simply not a Shay! The whistles are wonderful, and having heard Cass Heisler No.6 wail before, it was nice to hear the same rich, familiar sound and see her in the video on home turf with logs in tow.

The narration, while clean and professional, is a bit shallow. We get some quick information on the locomotives (construction numbers, builder's dates and in some cases final disposition), but the data is not complete. We learn quickly that Meadow River 6 and 7 lived happily ever after at Cass and that Shay 5 went first to Twin Seams in Alabama and then to the scrap heap, but not that Brimstone 35 was saved and is in California today or that both Graham County Shays were saved (one in Pennsylvania and one in Spencer, N.C.). Geographic data, likewise, is sketchy. We're never given an idea how Rainelle's location fits into the West Virginia map or how close or far apart all these loggers were. I would have like to have known more about the operations: How many trips a day did the log trains on Elk River make? Were multiple trains operated at one time or just one? How long were the runs?

In some places some appropriate country music helps add that backwoods feeling to the scenes. But in some instances, the music changes, and I found myself wondering if one fast-paced instrumental might not be titled "Do The Shay Twist."

As one who considered the Graham County's Shays my childhood friends in the late 1960s and early 1970s, it was a pleasant surprise to see them and some of their cousins working in the woods the way Lima intended. The amount and quality of geared-locomotive action will satisfy any fan — you can bet your crankshaft — JIM WRINN. ©

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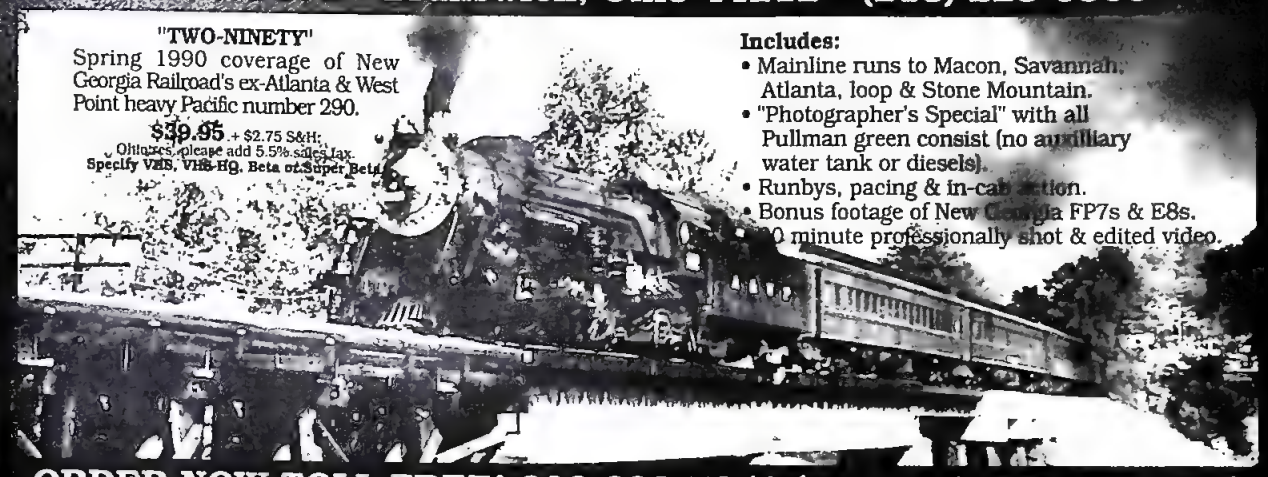

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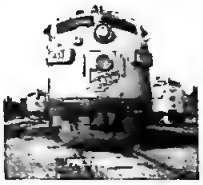

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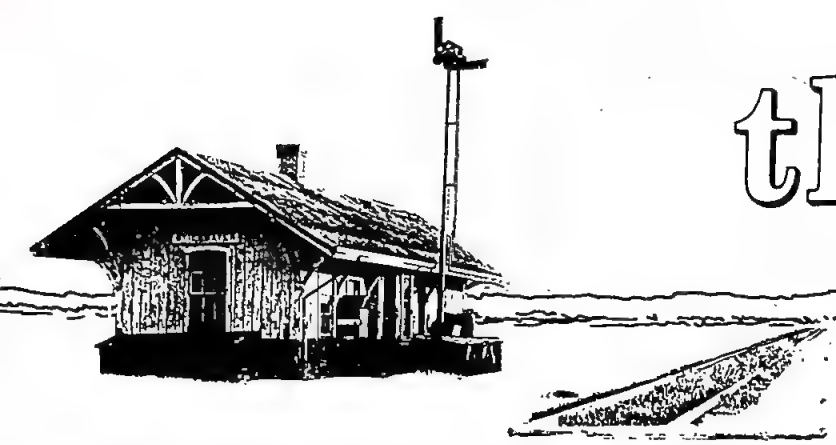

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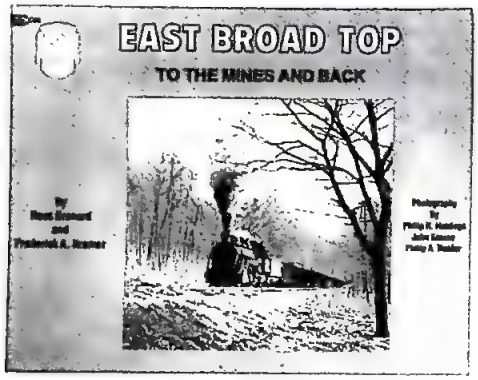

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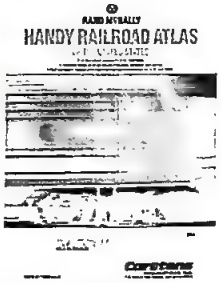

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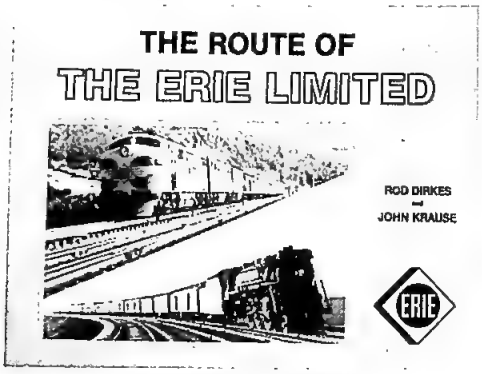

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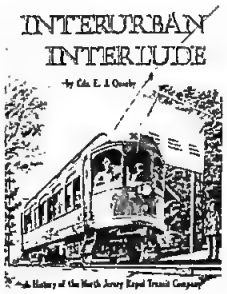

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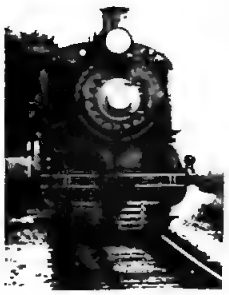

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Transit Currents

L.A.: The Monorail

Observers wait around the Vatican of Los Angeles transit thinking to see the puff of white smoke that indicates a new idea has been elected. The latest came to the surface in August 1990 when planners proposed a monorail line through the media district of beautiful downtown Burbank. Said planners went on to suggest that a similar sort of transportation mode could be built to link Glendale to Burbank and the rest of the San Fernando Valley. The point is made, although not always based on firm facts, that the proposed monorails could be built over existing freeways.

In any case, the whole monorail issue is raised once again, along with the push to block any kind of surface rail line in the San Fernando Valley that would link with the Red Line subway. Much ink was used in the press, and many press conferences were held on the issue of the monorail.

What is interesting is that Burbank has switched from planning to increase the capacity of its streets to planning for ways to reduce the number of the cars; mass transit becomes an obvious thought, and monorail is considered as something jazzy enough to excite jaded Angelenos. The debate will undoubtedly continue. To editorialize, one hopes that the debate will be over shortly enough so that some real progress can be made on moving on necessary public transportation investment of one sort or another in the area.

It has only been open since the middle of July 1990, but already the Blue Line of the Southern California Rapid Transit District between Los Angeles and Long Beach has carried its millionth passenger. The millionth passenger was Jon Stringer, who is a railroad enthusiast and thus doubly happy at receiving the honor. As Mr. Stinger boarded at the Del Amo station, he was given a cake in the shape of one of the Blue Line trains, along with several free monthly passes and other gift certificates. The Blue Line has attracted sufficient patronage that its times of operation have begun to expand. Thanks very much to John A. Lee for all the news.

By the way, the improved service in the corridor offered by the Blue Line has exposed more people to the sights of the famous Watts Towers that were constructed by Simon Rodia back in the 1930s purposely close to two of the Pacific Electric's fames Red Car lines. More and more curious passengers are being informed of the Watts Towers, and it is expected there will be a substantial increase in the number of visits to this art spectacle.

Baltimore:
Tearing Up Howard Street

By the time you read this, the State of Maryland Mass Transit Administration will have begun to tear up portions of Howard Street in Baltimore in order to start laying tracks for the Central light rail line. The 27.5-mile light rail system is scheduled to open in the spring of 1992, running between Glen Burnie and Timonium. According to Ron Hartman, who is the general manager of the MTA, construction is on schedule and expected to stay that way. The line will pass near Mount Royal Station and Camden Station and use both the old Northern Central and Baltimore & Annapolis rights-of-way. Thanks to W. Cherivtch for the news.

Struggle in the Twin Cities

You know that progress is being made in developing a light rail transit system when there is a fight between governmental agencies over who ought to do it. Right now, the Regional Transit Board and Hennepin County are disagreeing on who should do the job in the Twin Cities.

In any case, LRT planning for the central corridor line that will link downtown Minneapolis and downtown St. Paul is moving along. There are several different plans with a variety of sophistication (sophistication means expense in construction). For example, there is discussion on whether there will be no tunnels or two tunnels or five tunnels on the line. The more tunnels the greater the cost.

George Isaacs was kind enough to send some clippings with the above news, and he also sent a note and a picture about the welcoming home to Minneapolis of Twin City Rapid Transit PCC cars 322 and 416. The PCCs were used in Minneapolis and St. Paul up until 1953 when rail service ended and they were shipped to Newark, New Jersey. Subsequently, the cars were sold to Cleveland in the late 1970s, where they operated until 1983. They have been stored outside since then, so there is rust and corrosion to be overcome in the restoration process that is getting under way. George writes that the cars, RTA 3 and 27, will need about three or four years of restoration, and then they will be moved to Lake Harriet and join the classic Wood TC RT car now in service there. George indicates there is also a possibility that one of the PCCs may be used on the new light rail line proposed to serve Norwegian bachelor farmers in their journeys between Lake Wobegon in Mist County and St. Cloud. Again, thanks to George Isaacs.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

and the Blue Line

Milan Cars for Memphis?

Memphis is in the process of thinking about a downtown trolley line to act as a distributor and help move the tourists. Frank Brooks sent some news about the debate over whether the cars in downtown should be cute or practical. Under serious consideration is a purchase of some surplus cars from Milan, Italy. Corporate sponsors are going to purchase the cars that will operate along the Mid America Mall in downtown Memphis. The ten cars that will be used in the service are expected to cost about $300,000 each. There are already sponsors for eight of the ten cars. On the other hand, it is expected that cars from Milan could be purchased and delivered for about $120,000 each. The Milan cars are of 1928 vintage; Milan has 52 of the type that are going to be removed from service when a new subway system opens in the fall of 1990. Let's keep an eye on this one because it could be interesting and fun. Perhaps Luciano Pavarotti would be an honorary motorman at the dedication ceremony! Again, thanks to Frank Brooks.

Keeping New York Moving

It takes a lot of money to keep New York fluid and moving, and mass transit plays a large part in that. There is a lot of federal money going into the metropolitan areas as well. In federal fiscal year 1990, $393,484,293 was apportioned to the New York and northeast New Jersey urbanized area under Section 9 of the Urban Mass Transportation Act of 1964, as amended. The Metropolitan Transit Authority received $276,980,946.

Bill Fennelly was kind enough to send me an entire page from a newspaper that gives the specific requests for the next fiscal year. Total projects for the New York City Transit Authority and Manhattan and Bronx Surface Transportation Operating Authority are $649.3 million of federal and local funds for capital purposes only. The Long Island Rail Road request is for $168.8 million, and Metro-North Commuter Railroad is asking for $132.7 million, for a grand total of $950.8 million in capital improvements. Federal funds for operating aid come to $93,654,214. To give specifics on the capital improvements would take several months' worth of this column. It is a big job to keep New York moving.

One additional way to keep the city moving would be a proposed ferry service between Yonkers and the 38th Street terminal in Manhattan. Ferries would leave from the Yonkers city pier, stop at the Spuyten Duyvil pier and then run non-stop to 38th Street. An experimental high-speed catamaran was tested on the Hudson by Arthur Imperatore, who is the owner of Manhattan's largest ferry service. The running time from 38th Street to Yonkers city pier for the 385-passenger ferry was 24 minutes. Whether or not the service will be started is going to take more deliberation. But Metro-North Commuter Railroad was not behind the door when the high-speed service was passed out. Indeed, it is slightly faster to take the train into Manhattan from Yonkers. Nevertheless, to improve service on its lines, Metro-North has approved a $91.5-million purchase of 39 railcars from Morrison-Knudsen for the New Haven line. This would be the last purchase under the MNCR's current five-year $900-million capital improvement program. The new electric m.u. cars will replace older, non-electric cars.

Metro-North had more to cheer about than getting some new cars. The service had a 95.7% on-time record in July 1990. The Metro-North Harlem line had the best record with 96.9% of the trains on time.

Getting into Grand Central should be a better experience because Metro-North is about to begin a $7.5-million restoration of the boarded-up main waiting room. This is scheduled to commence in early 1991. The waiting room was originally designed for long-distance travelers but became a favorite dwelling place for the homeless and less popular with others. When the area is restored, it will be used for retail purposes.

To increase safety, there will be more police on the Metro-North beat, with an increase of 40 to 60 more officers added to the 146-officer force. Thanks to Bill Fennelly for the news of New York.

Frank Goldsmith Passes Away

Francis James Goldsmith, Jr., better known as Frank, passed away on June 30, 1990, at the age of 74. Frank was a much-respected member of the electric traction fraternity and had been a leader of the Electric Railroaders Association. A life-long New Yorker and graduate of Fordham University, he was a veteran employee of the New York City Transit Authority. He served in the military during the Second World War in the U.S. Army Medical Corps. Frank was a traveler and an avid reader with a wide interest in many areas. He will be missed by many. I had a pleasant lunch with Frank at the CERA 50th Anniversary bash, and I had hoped to see him at the next one.

Cleveland Couplers

Joseph H. Boatwright wrote to me concerning the photograph of the Cleveland RTA GE 44-tonner on page 34 of the September 1990 issue. He writes that the diesel is used in maintenance of way work and in hauling ballast cars that also bear RTA markings. The locomotive cannot be coupled with any other Cleveland RTA equipment.

Mr. Boatwright notes that Cleveland has had five major types of passenger equipment in its recent history: The original "Blue" cars and the "Airport" cars for the rapid transit,

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the "Italian" cars for the Shaker Heights lines and now the "Japanese" cars on the rapid transit, plus the Shaker Heights PCC cars. He notes that the Italian cars, the Japanese and the PCCs all carry Tomlinson couplers, but none could m.u. with each other because the coupler level was different on each type of equipment. The Blue cars and the Airport cars had some sort of coupler which he could not identify, but they would not m.u. with each other either, or with anything else. He says he knows of no other transportation system that has such a diversity of coupling mechanisms. If the diesel has to pull any broken down equipment, it would have to do so with chains,he notes. Thanks very much for the letter!

Flashes

Charles Bogart sent information that the CINCINNATI curved-side car reported upon in these pages has finally been installed in its new home at the museum center in the Cincinnati Union Terminal. It occurred during the first week in July 1990. The move was needed in the summer because the size of the streetcar meant that it had to be brought in before an old entryway to the building was removed. An exhibition involving the car was to be held during November 1990.

Brian Manning writes concerning the MBTA drop in ridership in the Boston area that it is not all bad. He notes that the trains are loaded to standing room only and that no cars can be spared to cycle into maintenance. With some decline in ridership MBTA is doing the catch-up work on its equipment and service will be improved.

Mayor Kathy Whitmire of HOUSTON is nominating some new members of the Metro transit board, including Charles Duncan, Jr. Duncan was U.S. Secretary of Energy under President Jimmy Carter, a former president of the Greater Houston Chamber of Commerce and is a partner with Gulf Partners, Inc. He is expected to be a much more forceful advocate of rail than any of the mayor's current appointees to the Metro transit board. It is felt that a strong supporter of the rail project is necessary. Thanks to Clark Sedduth for the news.

PORT AUTHORITY-TRANS HUDSON has introduced new PATH quickcards, which use a magnetic fare-collection system. The quickcard turnstiles were installed in Newark's Pennsylvania Station, the World Trade Center and the Hoboken terminal. By early 1991, all PATH stations will have the quickcard vending machines, which will dispense ten-, 20- and 40-trip magnetic tickets. For more information, contact D. Joy Faber at the Port Authority, 212/466-7777 or 201/622-6600, extension 7777.

In MARYLAND during August 1990, Governor William Donald Schaefer took a train ride from Baltimore to Aberdeen and did some old-fashioned political whistle-stopping and promotion for the new MARC commuter service from Baltimore to Perryville. Beginning on May 6, 1991, commuters will be able to ride MARC commuter trains from Perryville to Baltimore and through to Washington. The 35-mile extension to the MARC system will provide a 90-minute trip from Perryville to Washington. Thanks to Marion J. Zych for the news.

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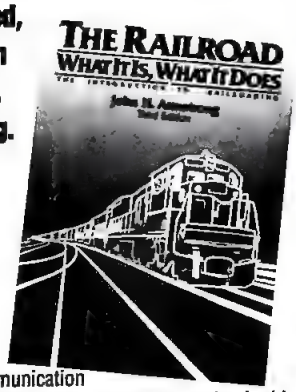

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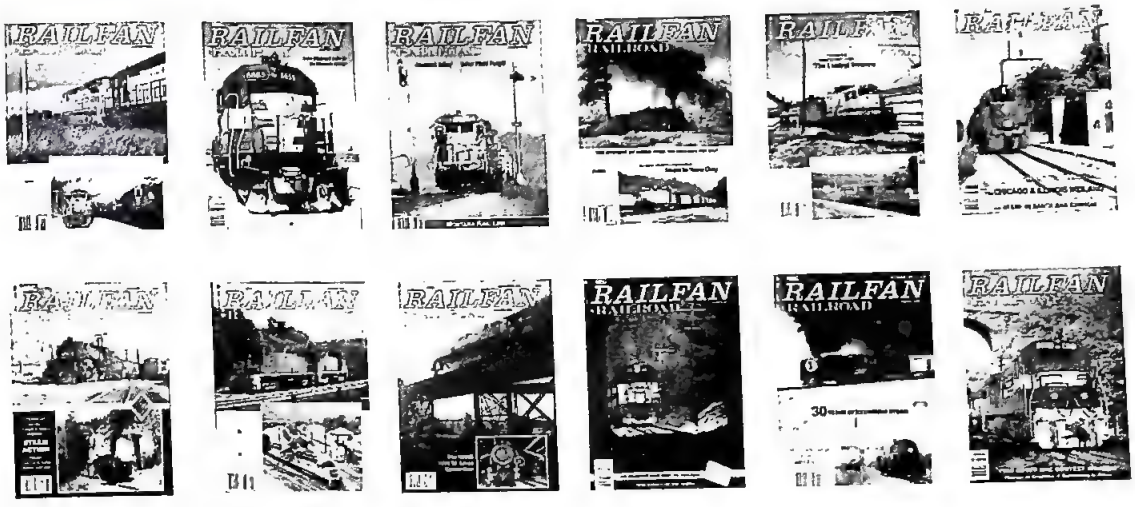

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"ERIE" E8 834 On November 17, 1990, the United Railway Historical Society sponsored a fantrip from Hoboken to Bay Head, New Jersey, over NJ Transit rails, featuring former NJT E8 4323 (nee-NYC 4076), freshly painted in Erie colors and renumbered as the 834. Following the fantrip, the E8 was posed at Hoboken for night photos against the Manhattan skyline (page 2).

The URHS (an umbrella organization representing all of New Jersey's railfan organizations) funded the Erie paint job, which was done at the Rome Locomotive Works in upstate New York with Imron paint supplied by Du Pont and transportation provided by Conrail at a reduced rate. With a Head End Power diesel generator installed in place of one of its two prime movers and thereby downgraded to 1200 h.p. for traction, the E8 had been used by NJT as a mobile power supply at outlying terminals like Dover to provide electricity for the heating or air conditioning of trains laying over for the night. Because its cab signals were not yet operative, "Erie 834" required an NJT GP40PH pilot engine, with another GP40PH on the rear for the return trip. The photo runbys on the return trip were to have been made with the E8 trailing like an observation car and the train run "backwards" for photos with the E8 leading, but rain washed out the runbys.

The 834 is to be mated with former NJT E8 4248 (PRR 5788A), which was due out of Rome Loco in early December with matching Erie paint as number 835. Both units are to be donated to URHS by NJ Transit with the plan of having them become operating fundraisers for a proposed New Jersey state rail museum. The 834's heavy duty HEP unit will be quite valuable for future excursions, as it can power long consists of commuter coaches.

EMD FT 103 Advertised as part of the URHS Bay Head fantrip with Erie 834 was to be the appearance of the EMD FT 103 demonstrator set, which had been on display in Roanoke in October. After a seemingly endless round of "you can't get a transportation contract without insurance and you can't get insurance without a contract," the insurance company at the last possible moment declined to make a quote and then came through with a prohibitive price. With no time left to find a new insurance carrier, the URHS was unable to bring the FTs to New Jersey. As a result, the FTs also missed planned engagements at Steamtown's Photographer's Weekend, with the Anthracite Roads Historical Society and Altoona's Railroaders Memorial Museum.

L&N GP38-2 4123 During October 19-21, 1990, CSX GP38-2 2630 was done up in its former L&N number, 4123, as the subject of a night photo session (page 2) which the L&N Historical Society arranged as part of its 1990 convention in Evansville, Indiana. There are still a number of ex-L&N GP38-2s running on CSX in virtually intact L&N gray & yellow, so the L&NHS worked with CSX to have such a unit displayed at the Howell Yard roundhouse. Some of the Evansville area members constructed new 4123 front number boards and cab-side numbers to cover up the CSX numbers. The cab-side 4123 was applied to the fireman's side *only* so that the next morning, during the Howell Yard tour, L&NHS members were able to photograph the unit showing the two different numbers — STEVEN JOHNSON.

CHINESE 2-8-2 1647 The Valley Railroad's Chinese Mikado 1647 powered a pair of off-line excursions on November 3-4, 1990. The train, consisting of four ex-CNJ coaches, dining car *Meriden*, kitchen car *Westerly*, two P&W coaches, P&W dining car *Connecticut* and a power car converted from an E booster unit, made 90-mile roundtrips from Groton to Putnam, Connecticut, on the Providence & Worcester. According to the Valley Railroad's J. David Conrad, the sold-out trips were "flawless," except for the movie runs at Putnam, where he says "we were mobbed with bystanders from the surrounding area."

LONG ISLAND RAIL ROAD On October 27, 1990, the Sunrise Trail Chapter NRHS sponsored a fantrip from Jamaica, N.Y., to Danbury and Waterbury, Conn., over Metro-North trackage. Motive power was Long Island Rail Road MP15ACs 158 and 159, bracketed by power cabs 615 (FA1m, SP&S 864) and 622 (F7Am, B&O 4524). The train included three coaches, one bar car and two parlors. It ran via the Montauk Branch to Long Island City to the Main Line Cutoff and picked up an Amtrak crew at Harold Tower. The special then proceeded over Hell Gate Bridge to New Rochelle, where the Amtrak crew was swapped for one from Metro-North. Then it followed the former New Haven route to Danbury and returned to South Norwalk. With a picture perfect day and an on-time performance, a good time was had by all — JOHN SCALA.

DAKOTA, MISSOURI VALLEY & WESTERN On September 1, 1990, Soo Line leased about 364 miles of branch line in North Dakota and Montana to new short line Dakota, Missouri Valley & Western. The westernmost of these branches, reaching from the main Soo/CP corridor at Flaxton, N.D., west along the Canadian border to Whitetail, Montana, saw its last Soo-operated train on August 30, when two GP40s (one in black-patched ex-Milwaukee Road paint) set out two empty grain hoppers and gathered up 26 loaded ones. Headquartered in Bismarck, N.D., DMV&W will station power at Crosby, Bismarck and Wishek, N.D., and serve the Whitetail line plus other Soo trackage running from Oakes (in southeast North Dakota) west and north through Bismarck to Washburn and a small branch dropping south from this route to Ashley.

Heading the DMV&W is Larry Wood, who happens to be chairman of the Minnesota Valley Railroad. DMV&W's roster as of November 1990 included four GP35s (page 70), rebuilt at MNVA's shops in Morton, Minnesota, and it's reported that an ex-BN GP20 may be added. A couple of NW2s were tried out on the new short line but were dropped shortly after the GP35s entered service.

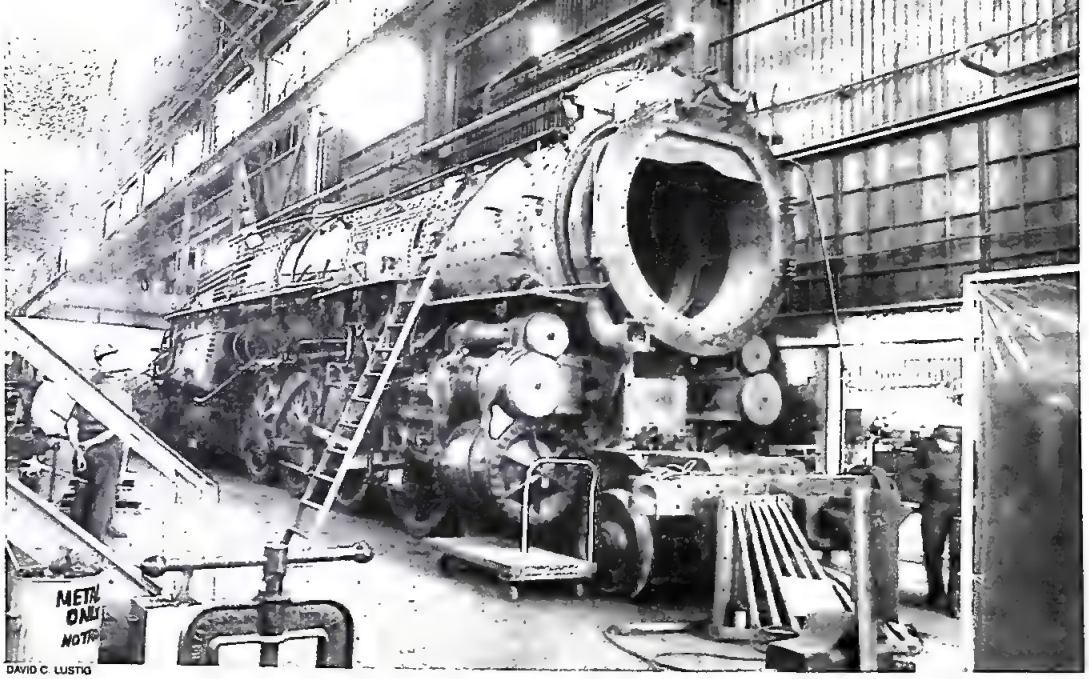
THE *TEXAS LIMITED* Operation Lifesaver and the *Texas Limited* excursion train ran a joint round trip special between Houston and Galveston on October 9, 1990, in observance of the annual Texas Railroad Grade Crossing Safety Week (October 8-14). The trainload of public officials and reporters was hauled by *Texas Limited* F7 200, one of two ex-Louisiana & North West F7s (Nos. 44 and 47) which the excursion line bought in May 1990. The Fs were unveiled during the Labor Day weekend to coincide with the first anniversary of *Texas Limited* service, which began September 1, 1989, (December '89 RAILNEWS) with two Santa Fe GP7s as power. Normal Thursday-through-Sunday operations see the Fs coupled back-to-back for bidirectional running on 50 miles of mostly UP and SP trackage between Houston and Galveston. For more information about the *Texas Limited*, phone 713/522-9090.

Despite the efforts of the October 9 Operation Lifesaver trip, the next morning saw a truck driver racing his empty flatbed trailer through activated lights and bells at an SP crossing in Waller, Texas, ahead of Amtrak's Houston-Dallas *Texas Eagle*. The trucker survived, but the train's engineer was killed, and the fireman and two passengers were injured.

IN MAINE On October 31, 1990, the Maine Coast Railroad officially reopened the former Rockland Branch of the Maine Central Railroad, a 52-mile line which runs along the rocky coast of Maine from Brunswick east to Rockland. The Maine Coast, an affiliate of short line Massachusetts Central, is leasing the trackage from the state, which had purchased it from MEC five years ago. A business train (two GP39-2s and two cars, page 70) provided by Guilford (Maine Coast's connecting railroad) was filled with local and state officials, shippers and the press as it made a day-long tour of the line, with brass bands and well-wishers waiting at many towns along the way.

Primary customers on the line are Dragon Cement, Chemrock (a manufacturer of perlite), FMC (producer of marine colloids), Maine Yankee (a nuclear power plant) and several lumber and paper companies. It's hoped that intermodal transfer service similar to that offered at Massachusetts Central's small facility at Palmer, Mass., can be developed on the Maine Coast Railroad. Currently on the roster is ex-MEC Alco S1 958, and a fully-rebuilt RS11 is expected on the property in early 1991. Operation is on an as-needed basis, with Maine Coast running on trackage rights over MEC for the last four miles between Hardings and Brunswick Yard. Plans are being formulated to start a commuter rail service from Brunswick and Wiscasset to Bath, where the roughly 8000 employees of Bath Iron Works create their own traffic congestion traveling to and from work.

Also in Maine, Amtrak ran a test train (one F40PH, one Amcoach and the open-platform Amfleet observation car, page 70) from New



DAVID C. LUSTIG

SANTA FE 4-8-4 3751 shows its innards on November 24, 1990, as its restoration continues inside a warehouse at the former Kaiser Steel plant in Fontana, California.

London, Connecticut, to Bangor, Maine, during October 29-30. State transportation officials were among those onboard as the train rolled on Guilford's B&M and MEC lines through Portland, Augusta and Waterville, Maine. According to spokesman Clifford Black, "Amtrak is only looking at possible routings for future passenger service that is not yet established." Amtrak intentionally avoided any publicity about the trip so as not to drum up premature hopes among Mainers that passenger service is returning to their state.

SANTA FE 4-8-4 3751 Among the steam engines slated to converge on Sacramento, Cal., for the May 1991 Railfair is Santa Fe 4-8-4 3751, now owned by the San Bernardino Railroad Historical Society. The 3751 is the oldest 4-8-4 (built in 1927) still in existence and was the first 4-8-4 built by Baldwin and the first owned by the Santa Fe. Currently being restored in a vacant building deep inside the sprawling California Steel Industries facility (originally Kaiser Steel) at Fontana, Cal., the Northern, under the aegis of Society member Scott Brittin, is in the process of being completely stripped prior to restoration. New flues are scheduled to be installed in January, and a first steam-up is expected at the end of February 1991.

To finance the rebuilding, the Society is taking advance reservations for its run on Santa Fe and SP tracks to Railfair beginning April 29, 1991. The *"California Limited"* trip to and from Railfair will be cut into three segments: Los Angeles-Barstow via Fullerton, San Bernardino and Cajon Pass; Barstow-Bakersfield via Tehachapi Pass and Bakersfield-Sacramento via Stockton. The return trip begins May 13. Final prices for each one-way segment have not yet been determined, but a donation of $150.00 per person would guarantee a seat, with the full donation applying to the ticket price. Although seats are still available, if you can't go for the ride, the Society's fundraising campaign offers donors gifts — from a subscription to their newsletter for $25.00 to First Class accommodations aboard the planned Railfair trip to a round trip for two to Europe complete with Eurorail passes for $50,000 and up. For more information or to help fund the reconstruction, write to the SBRHS at P.O. Box 936, Fontana, CA 92334-0936, or phone them at 800/321-3751 or 714/963-5281 — DAVID C. LUSTIG.

SIERRA '49er EXPRESS After its start-up date of December 7, 1990, the *Sierra Forty Niner Express*, operated by Transcisco Tours, will be offering a twice-weekly round trip "railcruise" service between the San Francisco Bay Area and Lake Tahoe aimed at the skiing public. Touting "luxurious dining, first class entertainment and spectacular views," present schedules call for Monday (8:25 a.m.) and Friday (1:40 p.m.) departures from San Jose with stops at Oakland, Richmond, Martinez, Sacramento, Truckee and Reno. Return trips depart Reno on Sundays and Wednesdays at 2:00 p.m.

The locomotives will be three ex-BN F45s, one of which (page 78) is former BN 6627, most recently Doyle McCormick's Daylight Locomotive & Machine Works 743. The train will include several former-SP bilevel commute cars rebuilt for the luxury service in Tillamook, Oregon, plus a few leased cars from the *American-European Express* and the recently purchased four-car Scenic Rail Dining dinner train from Milwaukee (with the sale of its train, Scenic Rail Dining has suspended service).

BLUE MOUNTAIN & READING An incredible expansion is taking place on the Blue Mountain & Reading. At 12:01 a.m. on December 15, 1990, the BM&R will acquire from Conrail 124 miles of mostly former-Reading trackage. Extending north from Reading, Pa., the line splits at Port Clinton, with one line to Pottsville, St. Nicholas, Minersville and Good Spring, and the other also north through Tamaqua and Mahanoy City to Shendandoah and a Shamokin Valley interchange near Locust Summit, plus a five-mile former-L&NE branch from Tamaqua. Operated separately from the 13-mile tourist line and four disconnected freight-only branches, the new coal-hauling road will be called the Reading, Blue Mountain & Northern Railroad. In addition to the Shamokin Valley Railroad in Sunbury, Pa., the RBM&N will also interchange with the Carbon & Schuylkill Railroad out of Jim Thorpe.

Conrail chose Andy Muller and his Blue Mountain & Reading over several other bidding companies to operate this trackage. And the prospect for eventual steam locomotives operating is very good, as Andy freely admits that he "can't wait" to see his Reading T1 4-8-4 2102 haul a coal train. With much of this trackage being rated at 30 m.p.h. or better, the 2102 should put on quite a show on its true "home turf."

THE NEW HOPE & IVYLAND The Bucks County Railroad Preservation & Restoration Corporation succeeded in purchasing the 17.4-mile New Hope & Ivyland tourist railroad in Pennsylvania in October 1990. The new company wants to make a real go at the tourist business and is going to invest heavily in restoring the historic old buildings in New Hope and along the line, and the New Hope & Ivyland Rail Road is to be steam-powered in 1991 to celebrate the 100th anniversary of the first steam passenger service into New Hope. The Strasburg Rail Road is consulting on the tourist line operation, and Strasburg people are working on two steam locomotives at the New Hope shop. First, former-Lancaster & Chester 2-8-0 40 will be restored, followed by ex-Army 0-6-0 No.9. CNR 4-6-0 1533 will get only a cosmetic restoration. Christmas trains in 1990 will be powered by the line's PRR-painted SW1 9423. In full swing plans are for five to seven hour-long round trips daily out of New Hope.

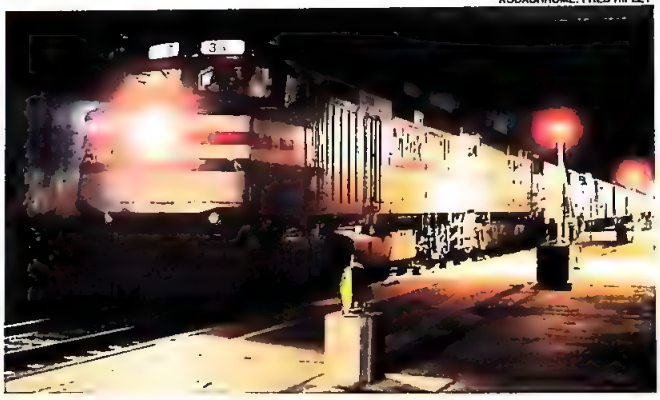
The Morristown & Erie will continue to operate freight on the line, although the existing contract runs out on December 31, 1990, and there are no firm commitments beyond that.

KODACHROME: FRED RIPLEY

KODACHROME: DAVID MANGOLD

THE LAST RUNS of Amtrak's *Broadway* and *Capitol Limiteds* on the ex-PRR main between Chicago and Pittsburgh took place during November 10-11, 1990. At 6:10 a.m. on the 11th, the westbound *Capitol Limited* (above) made its final station call at Lima, Ohio. Meanwhile, F40PH 270 (left) led Amtrak's final eastbound *Broadway Limited* via the PRR line into Pittsburgh wearing a farewell sign hung by a crew member, bringing an end to nearly 150 years of passenger service on this once great Pennsy route.

KODACHROME: FRED RIPLEY



THE FIRST RUN of the westbound *Broadway Limited* on its new B&O route saw the train pausing at Akron, Ohio, (above) just after 4:15 a.m. on November 12. Before it rerouted the *Broadway* and *Capitol* onto the B&O and NYC routes, Amtrak ran an inaugural special November 7-8 for dignitaries and the press. It was met by a marching band at Nappanee, Indiana, (below left) on the 7th. *Trains* Editor J. David Ingles and *Passenger Train Journal* Editor Mike Schafer (below) smuggled aboard some non-Amfood.

KODACHROME: CHARLES WILLER

KODACHROME: AMTRAK / PAUL WOODRING

Rerouting Amtrak's *Broadway* and *Capitol Limiteds*

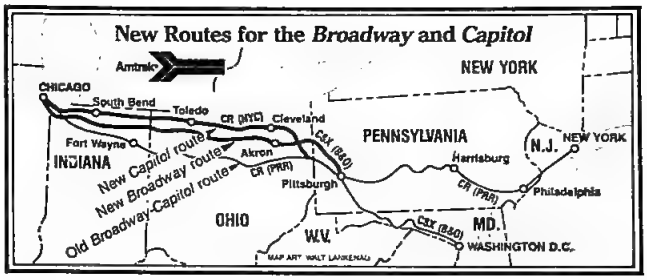
by Fred Ripley

As November 10, 1990, the scheduled date of rerouting for Amtrak's *Broadway* and *Capitol Limiteds* west of Pittsburgh, approached with no sign of another postponement, I made plans to see and photograph the last two nights of passenger train activity on the former PRR, as well as the first runs of the *Broadway* on the former B&O. Conrail had wanted Amtrak off the former Pennsy across Ohio and Indiana for some time, as the railroad no longer uses the line for through freight west of Crestline, Ohio, resulting in only a few locals sharing the now-single-track line with the passenger trains. Finding other routes was a necessity for Amtrak, as in 1991 it would have become responsible for maintaining the line to passenger standards, something the carrier could hardly afford.

The new route for the *Capitol* involves using the ex-PRR "Ore Line" between the old PRR main line at Alliance, Ohio, and Cleveland (also the route of Conrail's fast freight between Chicago and former Pennsy points from Pittsburgh east). West of Cleveland, the train shares the ex-New York Central main line to Chicago with the *Lakeshore Limited* and approximately 50 to 60 freights. Alliance has been added as a substitute stop for Canton, which is roughly 20 miles to the west on the former Chicago main. Waterloo, Indiana, is the stop which replaces Fort Wayne, reached by a 50-minute bus connection. The *Capitol* duplicates the *Lakeshore*'s stops at Cleveland and Toledo, Ohio, and South Bend and Hammond-Whiting, Indiana, but does not pause at the *Lakeshore* stations of Sandusky, Elyria or Bryan, Ohio, or Elkhart, Indiana. The schedule of the train has been lengthened only about half an hour (surprisingly, the new route via Cleveland is less than 15 miles longer than the former PRR through Lima and Fort Wayne).

West of Pittsburgh, the *Broadway* has moved to the former B&O main line. The train stops at Youngstown, Akron and Fostoria, Ohio, and Garrett, Nappanee and Hammond-Whiting, Indiana. Like the *Capitol* at Waterloo, Amtrak provides bus service between the old B&O town of Garrett and Fort Wayne. Originally, the plan had been to use a former PRR secondary line between the ex-PRR main at New Brighton, Pennsylvania, (about 30 miles northwest of Pittsburgh) and the former B&O at Youngstown. This route was deemed unworkable, however, when its was discovered that the connection that Amtrak would use between the two lines in Youngstown was made through a series of hand-thrown switches. By necessity, Amtrak decided that Trains 40 and 41 would use the B&O all the way to Pittsburgh, including the section from New Castle, Pa., to Pittsburgh that has not been the railroad's main route for almost 50 years. In 1934, all B&O passenger trains and most freights began using the Pittsburgh & Lake Erie between New Castle Junction and McKeesport, Pa., (just to the southeast of Pittsburgh) to avoid the curves and grades of the B&O's old Pittsburgh & Western. This arrangement has continued through Chessie System and into CSX, but the P&LE is not an option for Amtrak as it doesn't reach the former PRR station in Pittsburgh. Consequently, Amtrak is stuck on a slow, single track route, resulting in the westbound *Broadway* taking just under 2½ hours and the eastbound 2¾ hours to cover the 74 miles between Pittsburgh and Youngstown. This performance lengthens the trains' schedules by over an hour, despite the fact that the ex-B&O between Pittsburgh and Chicago is only a few miles longer than the former Pennsy.

As I expected that my favorite Ohio location on the ex-PRR, Crestline, would draw somewhat of a crowd for the last runs the night of Saturday, November 10 / Sunday, November 11, I elected to spend Friday night there in hopes of capturing one more night of "normal" activity at the old Pennsy division point. Arriving from Akron shortly after 11:00 p.m., I was joined by my frequent companion in Midwestern train chasing, Bruce Bargar of Delaware, Ohio. For Amtrak, it was an almost typical night, with the two eastbounds very slightly off their schedules, and the westbound *Capitol* on time at this mid-Ohio fueling point. The westbound *Broadway*, however, was an hour-and-a-half late, resulting in it following the *Capitol* west to Chicago, a reversal of the usual order. Conrail contributed substantial activity and had run 17 freights to and from Pittsburgh and



Cleveland by 6:00 o'clock Saturday morning. As has been the case for the past eight years, Amtrak had the only nighttime activity on the former PRR west from Crestline, ample evidence of the line's limited value to Conrail.

For our last view of Amtrak at Crestline, Bruce and I left the station just before the westbound *Broadway* completed fueling and drove to the massive signal bridge (originally covering seven or eight tracks) at the west throat of the desolate yards on the west side of town. As No.41 sped under the vertical "green board" and accelerated toward Lima, we reflected on the predictable removal of the signal system west of Crestline and the line's very uncertain future.

The following night, I decided to forego the final eastbound runs on the former Pennsy in favor of several hours of sleep, and arrived in Lima at 5:00 a.m. on Sunday the 11th in ample time for the two westbound trains. A fair-sized group, including at least one TV news crew, had gathered at the old PRR depot. Just after 5:30, No.41's headlight appeared from the east. F40PH 260 led the train past NS Tower and over the CSX (B&O) / NS (NKP) diamonds for the last time. Several minutes later, the train, bearing the name of the flagship of the PRR, had left Lima for the last time, headed for Fort Wayne and Chicago. A private observation painted in Pennsy tuscan red brought up the markers with style, carrying a *Broadway Limited* tailsign.

Also about 30 minutes behind its schedule, the westbound *Capitol* arrived at approximately 6:10, behind F40s 411 and 200. The train had run as a separate schedule west of Pittsburgh for the past four years and of course would remain so, but it would no longer chase the *Broadway*'s markers across Ohio and Indiana. As sleeper *Pine Grove* disappeared around the slight curve to the west, Lima was without passenger trains on the Pittsburgh, Fort Wayne & Chicago for the first time in nearly 150 years.

In the early morning hours of Monday, November 12, I interrupted a night of much-needed sleep to witness the first *Broadways* on the ex-B&O stop at Amtrak's new Akron facility near Quaker Square, just over a mile from where I live. I was not set up in time to get a shot of the eastbound train but did get F40 357 leading No.41 at approximately 4:15 a.m. Only one other photographer was in evidence, and compared to the final runs at Lima, service on the former B&O, at least through Akron, began with little fanfare.

Presumably, Amtrak is correct in its projection of increased ridership. Most significantly, Cleveland and Toledo (and Detroit, via bus) are now linked directly by rail to Washington, D.C., (this service, obviously, is why Amtrak put the *Capitol* on the former NYC rather than its traditional B&O route). Despite the logic and necessity of Amtrak's move, however, it is easy to identify with the citizens of the communities on the former Pennsy that have lost service. I spoke with an older woman at Lima who was waiting with a video camera for the last runs of 41 and 29. Her father, she said, had been employed by the Lima Locomotive Works, and trains had always been a part of her life. Like myself, and others waiting to photograph the trains, she wanted to preserve something of the tradition that was drawing to a close along the Pittsburgh-Chicago main line of the erstwhile Pennsylvania Railroad, almost assuredly forever.

Designed to pull traditional steam-heated passenger equipment, SDP40Fs had problems caused by their weight and size

The SDP40F From Varnish to Vanquished

PART TWO

by Preston Cook

On the afternoon of June 22, 1973, a trio of newly delivered SDP40Fs headed west on the Santa Fe on the point of Amtrak's *Super Chief*. A memorable era of successes and controversy for Amtrak and Electro-Motive had begun. The first order for the new passenger diesel consisted of 40 units, numbered 500 through 539. The first 30 of these were to take over the long distance train service on the Santa Fe, while the final ten were slated for operation on the Burlington Northern. Following Amtrak's decision to purchase the initial 40 units of the 396,000-pound EMD design, it had placed orders for 110 more of the new locomotives, which would be divided into a second order for 40 units (Amtrak 540-579) followed by an order for the final 70 (Amtrak 580-649).

Throughout the latter half of 1973, Amtrak SDP40Fs emerged from the EMD La Grange plant in a steady stream. The second and third orders differed from the first 40 units in a few minor details, which included the substitution of a flat-fronted nose for the original peaked design, the relocation of some of the safety appliances, and the substitution of low-profile cooling fans for operation on some of the eastern routes where overhead clearances were a problem.

Riders on the storm

Over the years, EMD has covered the deliveries of new locomotives with personnel known as "field instructors," a name dating back to steam-era days. On a typical delivery, someone would put the locomotives in service at the railroad's designated shop and a field instructor would ride the new units over the first crew district on their first road trip to confirm that everything was working properly, checking primarily governor rack settings and transition performance at speed under load. On most deliveries, two men were sufficient, while big deliveries might get a half dozen. An effort was made to cover every unit, but usually it was neither expected nor guaranteed.

By agreement with Amtrak, EMD supported the delivery of the SDP40Fs with 100% rider coverage for the first trip, and a program was coordinated by the Product Installation Group in La Grange. Although this type of detailed coverage might appear to be a valuable service to the customer, in actual practice it's real usefulness was simply as a customer relations measure. Once the locomotive was underway on a train, there was generally very little that the rider could do to fix a developing problem other than to observe and report on the difficulty. And in many situations, accurately reporting on the nature of a problem discovered while underway required the services of an experienced employee.

The locomotives tended to be shipped in groups, with a large bunch usually departing the plant right at the end of the month. EMD did not always have enough Product Installation Engineers (field instructors) available to cover all of the first runs for the larger groups of locomotives, since each trip tied up an employee for two or more days of outbound and return travel. As a result, it was sometimes necessary to "draft" employees from the Service Department and other parts of the organization to serve as riders on the new loco-

AMTRAK PHOTO

DAVID C. LUSTIG

THE *COAST STARLIGHT* was in the charge of an SDP40F and leased SP SDP45 as it climbed out of the San Fernando Valley on April 24, 1984. The first three SDP40Fs delivered to Amtrak were posed at the EMD La Grange plant (below left) in June 1973.

motives. A training seminar on the SDP40F was hastily set up to familiarize the prospective riders (who may not have had previous job exposure to the Amtrak deliver) on safety requirements and the basics of the SDP40F, before they departed on their adventure in the field.

While EMD was able to respond in the affirmative to Amtrak's request for 100% coverage, in practice there was a definite down-side to providing full rider coverage. If someone riding a consist of the SDP40Fs encountered a legitimate problem and required support from the plant to solve it, there was the distinct possibility that the person he needed to talk to in La Grange was out watching the scenery go by from the cab of another SDP40F or riding an airplane or another Amtrak train back to La Grange to pick up the next new units on their first trip out of Chicago.

The rider was primarily an observer and had very limited capability as a "fixer." The SDP40F used modular control devices similar to EMD Dash-2 freight locomotives. Not only were there no removable or field-servicable components on the circuit boards, but all the adjustments were sealed with a hardening liquid. Consequently, even if a rider could identify and properly troubleshoot a locomotive malfunction, there was generally nothing which could be done to repair it with basic hand tools. Usually the entire circuit module had to be changed out.

Troubles and more troubles

The first order of SDP40Fs had been in operation on the Santa Fe and the Burlington Northern for about eight months when the second and third orders were delivered in May through September of 1974. These orders finished distribution of the new locomotives to most of the long distance Amtrak routes, including runs on the Chessie System, Illinois Central Gulf, Penn Central, Seaboard Coast Line and the Southern Pacific. As the last of the 150 SDP40Fs entered operation, the first of a long series of controversies arose, which would plague the locomotive for several years.

Most of the first delivery units had gone to the Santa Fe, which had been operating EMD F-units and FP45s before the Amtrak era. The SDP40Fs had been accepted by the operating crews with relatively little comment and had run for a number of months without any major incidents. Most of the units in the second and third orders, however, went to railroads where they were replacing aging EMD E-units, and there was an almost immediate clamor about the comparatively rough riding qualities of the HTC truck on the SDP40F compared with the A1A Blomberg truck used on the E8 and E9.

These complaints had some legitimate grounds in a direct comparison of the "felt ride," because the two-stage equalized combination of leaf and coil spring suspension used on the E-unit trucks produced a superlative ride quality on the locomotive, even though it was rather inefficient and "slippery" from a wheelslip standpoint. However, the E-units were nearly 40 tons lighter than the SDP40F and could generate barely half the tractive effort of the big SD. Despite the relative difficulty in trying to draw valid comparisons between two locomotive designs which

represented totally different eras, engineering concepts and technologies, the complaints continued and became an ongoing subject of discussion between Amtrak, Electro-Motive and some of the railroads. Eventually the Brotherhood of Locomotive Engineers issued a request to its members for comments and observations on the ride quality of the SDP40F.

As early as the beginning of 1974, the complaints about the ride quality of the SDP40Fs had led to EMD and Amtrak conducting a number of tests on various wheel profiles to see if the lateral movement felt in the cab of the locomotive at high speeds could be reduced. Initially, Amtrak SDP40F 502 was involved in the testing, which included operations in excess of 100 m.p.h. to evaluate various wheel tread profiles. Among the comparisons was the relative performance of the EMD-favored "unipoint" wheel contour versus the cylindrical tread contour which the Santa Fe had favored for high speed passenger service for many years, as well as the commonly used 40-to-1 and 20-to-1 tread tapers. In April 1974, as this testing was being conducted, the second delivery of SDP40Fs had just begun to take over the Chicago-Miami *Floridian* run, one of the trains which would figure in the controversies to follow.

As the second and third orders of the SDP40F fleet began to accumulate mileage in Amtrak service, the locomotives had begun to exhibit a disturbing affinity for running on the ties rather than the rails. The derailment of the *Floridian* on the L&N about 30 miles south of Frankewing, Tennessee, on October 1, 1975, was typical of the SDP40F derailment scenario in general. The derailment had commenced with the second SDP40F in the consist going on the ground, taking with it much of the train and resulting in 35 injuries. By mid-1976, the Federal Railway Administration had documented 13 individual derailment incidents over two years of operation in which the SDP40F was felt to have been the piece of equipment under which the derailment event had started.

A curious and repetitive pattern was emerging from the derailments. Most of the incidents involved trains which were operating with a pair of the SDP40Fs on the point, and the derailments frequently involved a roll-over of the outside rail when the train was passing through a curve. The trailing truck of the last locomotive in the consist and the lead truck of a relatively lightly-loaded baggage car were usually found to be the point where the derailment originated. It was as if the passage of the lead unit in the lashup would "set" the rail and hold it down while the remaining trucks on the locomotives passed over it, then the passage of the light baggage car would allow the rail to rebound, rise out of the tie plates and roll over. The pattern was one with which Amtrak, FRA and EMD investigators would become all too familiar.

All sorts of possible causes for the derailment phenomenon were brought under investigation at the same time. Wheel profile, lateral thrust blocks on the axles, the ride characteristics of the HTC trucks, the weight distribution of the individual axles and truck bolster, the overall weight of the SDP40F and the weight shifting movement of the water and fuel load on the locomotive were all being looked at in great detail. The 1350 gallon inside body-mounted water tank became the subject for critical appraisal, and on some railroads Amtrak stopped filling of the tank, which eliminated about five tons of top weight as well as the dynamic effects of the sloshing water in the tank. EMD was generally critical of the track maintenance at the derailment scenes, the railroads were generally critical of the detail differences between the HTC trucks used on the SDP40F and those used on other Dash-2 SD locomotives, and Amtrak was meanwhile caught directly in the middle of the debate, looking for ways to placate the railroads and keep the SDP40Fs operating when several roads wanted them removed from the property.

Meanwhile, under the wires

As the SDP40F debate raged, Amtrak was also caught in the middle of a controversy surrounding several orders of new electric locomotives built for them by General Electric. The GE E60CPs had been operating at restricted speeds due to a vibratory yawing phenomenon induced during high speed operation. The GE three-axle road truck was thought to be central to this problem and a contributing factor to the derailment of an E60CP during a test run in February 1975. When General Electric began delivery of an order of the head-end-power equipped P30CH diesel passenger locomotives to Amtrak in mid-1975, the units were temporarily set aside pending the outcome of the investigation of the E60CP derailment. In the midst of the controversy, an interesting commentary was offered by railfan publication *Extra 2200 South*. In the July/August/September 1975 issue, Editor Don Dover wrote: "No one (has) asked in print why the same truck design had logged many, many successful hours at 90+ m.p.h. under AT&SF U28CGs and U30CGs, both heavier than the E60s or P30s. Did anyone suppose that AT&SF track was better than what the E60s had to run on?"

The *Extra 2200 South* comments about the GE locomotives and the relative track quality on various railroads were echoed by some industry spokesmen at a conference held to address the SDP40F derailment problem, which was attended by Amtrak, EMD and the railroads. Not all of the railroads operating the locomotive felt that it was a problem design. Following a string of speakers who were critical of the SDP40F, an official of the Santa Fe told the assembled multitudes in no uncertain terms that the real problem was that the track structure on some of the railroads operating the SDP40F was not being maintained adequately for operating very heavy locomotives at high speeds. Those observations were also supported by the practical experiment which had been conducted by an EMD technical engineer at one of the derailment sights on one of the railroads that had been continually critical of the SDP40F. Walking up the supposedly-good track a distance ahead of the derailment, he was able to pull all the spikes out of 19 ties in a row by hand, before finally finding a tie where one of the spikes was actually holding.

And still more troubles

In the midst of the controversy over the SDP40F derailments, another unexpected development arose which gathered far less public attention but was just as perplexing. The SDP40Fs operating on some routes began to display gauge changes in their wheel and axle sets, a truly remarkable phenomenon considering the tremendous force used to press wheels onto the axles of diesel locomotives.

At first it was thought that this might be a fleet-wide problem and have some relationship to the derailment situation, but as it was studied in detail and units from all the shop assignments were evaluated, it became apparent that the regauging was very much a West Coast problem. Electro-Motive went through an extensive review of their wheel and axle related shop practices to try to determine whether there had been an error in the pressing of a group of wheel sets. The investigation failed to disclose any deficiencies that would account for wheels being loose enough to change gauge on the axle under any anticipated operating condition. Wheel sets which had been assembled under strictly monitored conditions were rotated out to be installed in place of improperly gauged wheel and axle assemblies that were being removed from the SDP40Fs for examination. Shortly afterwards, the test wheel sets began to show up regauged.

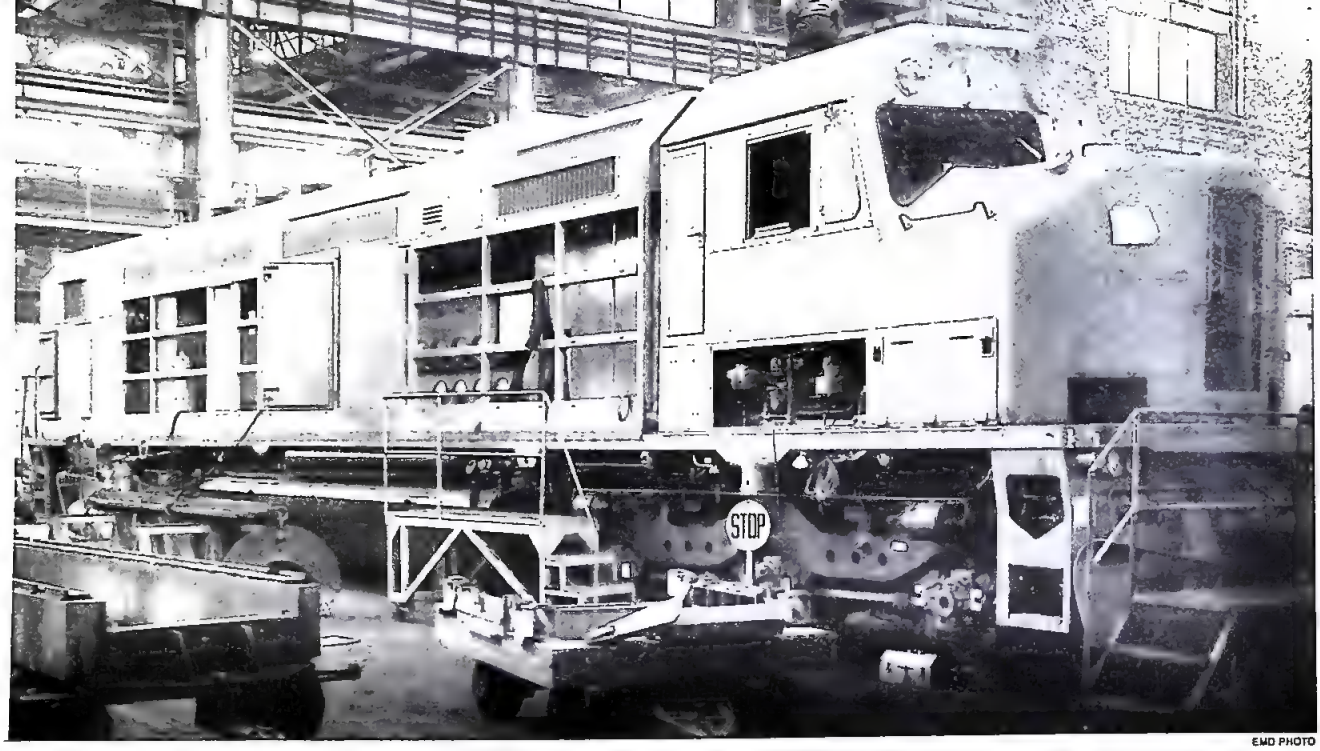
At about this time, with both EMD and Amtrak personnel trying to con-

TWO KODACHROMES: PRESTON COOK

THE FORMER PENNSYLVANIA Railroad diesel shop at 16th Street became Amtrak's primary engine facility for Chicago's Union Station and a home for SDP40Fs, such as this trio on September 12, 1976. The factory fresh 571 (below) was making its first road trip on the westbound *San Francisco Zephyr* at Aurora, Ill., in May 1974.

tend with the unusual problem, Amtrak changed the train assignments of several of the SDP40Fs to cover for locomotives which were tied up in the shops for investigations. Suddenly, several units which had shown no previous wheel gauging problem were found to have changed gauge almost as soon as they started operating on their new assignment. The discovery helped to narrow the problem down to one particular route, which became the subject of a series of riding observations and local track inspections. Two EMD employees who had observed the route went out to individually check particular track segments which had seemed unusually rough. They discovered one SP-Santa Fe diamond in the Los Angeles area with the gauge through the flangeways between a running rail and inner guard rail badly out of specification. This was forcing the wheels to move outward on the axle as a result of a solid high-speed impact with the widely-gauged inner guard rail. Their findings were confirmed by observing an Amtrak train pass through the plant with the incredible spectacle of the wheels of the 396,000-pound SDP40F locomotives being jolted clear of the rail head by the diagonal force applied to the backside of the wheel flanges by the wide-gauged guard rail.

The diamond was re-aligned to specs,



EMD PHOTO

THE BEGINNING AND END of SDP40F 527's Amtrak career are depicted in the photos of the unit under construction (above) in 1973 and after being stripped on trade-in (below) in 1981, just before being scrapped. The original Amtrak 500 (opposite right) was being stripped at La Grange in 1985; her hulk remains behind the EMD plant.

EMD PHOTO, JOE KRAJNIAK

and wide gauging problem passed from the scene and was forgotten. But the derailments continued, and several of the railroads operating the Amtrak locomotives began to call for the extreme measures. When the eastbound *San Francisco Zephyr* went on the ground at Ralston, Nebraska, on the BN in December 1976, the railroad felt that the SDP40Fs were the cause of the problem and temporarily banned the locomotives from its lines. The Chessie System had also banned the units because of their involvement in derailments, but both railroads continued to operate their own EMD Dash-2 freight units equipped with HTC trucks, despite their refusal to allow the Amtrak engines on the property. Conrail, which had taken over the Penn Central and other Eastern bankrupts in 1976, not only wanted the SDP40Fs off the property but placed a speed restriction on their former Erie Lackawanna SD45-2s, despite the fact that those locomotives had been built to a special low profile specification which included some truck modifications involving different HTC truck characteristics from most other Dash-2 SDs. The EL units had operated in relatively high speed trailer van service for four years prior to the inclusion of the EL in Conrail and had never been involved in a major derailment. Conrail also refused to accept HTC trucks on new EMD locomotives for several years afterwards, and instead had their SD40-2 and even SD50 deliveries as late as 1984 equipped with the obsolete Flexicoil six-wheeled truck.

Amtrak was faced with having to return many E-units and F-units to service during the winter of 1976-'77, which turned out to be one of the coldest and most difficult on record in much of the nation. The result was late schedules, trains being terminated en route due to weather and mechanical failures, and the outright cancellation of the service on many routes in an effort to keep the most heavily patronized trains running.

With Amtrak heavily dependent on the fleet of 150 SDP40Fs to reliably maintain the schedules over much of the core system, the only way to keep the units running and head off a nationwide boycott of them by the railroads was to impose temporary speed restrictions under the operating conditions where most of the derailments had taken place. These were put into effect early in 1977 and resulted in a maximum 40 m.p.h. speed being specified on curves of two degrees or less. The same restriction was applied to the General Electric P30CH and E60CP locomotives. The results were fairly substantial delays to some of the most impor-

ta[illegible]Amtra[illegible]rating schedules.

[illegible]addre[illegible]e SDP40F derailment sit[illegible]ion di[illegible]ly, an accident investigatio[illegible]eam was set up consisting of personnel from Amtrak, Electro-Motive, the FRA and the American Association of Railroads. The results of their investigation of the problem would again prove inconclusive, but other developments separate from the derailment investigation were influencing Amtrak to seek another solution to the SDP40F dilemma.

Steam vs. HEP

When Amtrak took over the operation of American passenger service in May 1971, it inherited a nationwide fleet of traditional steam-heated rolling stock. The SDP40Fs, ordered in late 1972, were designed as boiler-equipped locomotives to handle this steam-heated equipment. At that time, electrical head end power (HEP) for heating, lighting and air conditioning, was used primarily on commuter equipment, but it had already proven itself as the system of the future. As a result, when in late 1973 Amtrak ordered its first new passenger equipment, 57 Amfleet cars, they were designed from the onset to be HEP supplied. The first Amfleet cars arrived in mid-1975 and were placed in service on the electrified Northeast Corridor.

In anticipation of the arrival of the Amfleet equipment, Electro-Motive had developed several proposals for HEP-equipped motive power suitable for the relatively short-haul service in the heavily traveled Amtrak corridors. One of these was the AMT-125, a relatively expensive and sophisticated concept for a streamlined diesel-electric similar in characteristics to the Canadian LRC. Another was the homely F40PH, a utilitarian 3000-h.p. B-B trucked design which could meet the intercity service needs within the basic size and weight parameters of the old EMD F-units. The F40PH was a compact locomotive, since its HEP unit was an alternator driven off the main diesel engine. Amtrak had opted for the F40PH as a practical package which could meet many operating needs when combined with new Amfleet equipment.

Amtrak's overall situation had changed dramatically in just a few years. The railfan folklore of the time speculated that when the SDP40Fs were purchased, the agency was new and facing an uncertain future. Some believed that the unofficial federal "mandate" was to kill the service as quickly as possible without appearing to be obvious about it. At that time, it seemed to have made considerable sense to purchase locomotives which closely paralleled the successful and commonly used EMD Dash-2 freight SD designs, since they could have been sold off into freight service if Amtrak was a financial failure. To this day, the problems of the SDP40F are generally attributed to the "sell 'em as freight units" design philosophy.

In reality, however, the size and weight of the SDP40F was more a function of its need to carry reliable steam boilers (each unit was equipped with two) and the necessary water supply. Provisions were made in the initial design to later add HEP units in place of the boilers, but the need for steam is what made the SDP40F the oversize monster that it turned out to be — and was probably indirectly the biggest factor in its derailment problems.

With the first Amfleet cars on hand in mid-1976, Amtrak already had 435 more on order, along with 235 long-distance Superliner cars based on the highly successful Santa Fe high-level design. All of this equipment was to be HEP equipped and would not need the SDP40Fs' steam boilers.

Reinforcements become replacements

By early 1977 the F40PH, which had originally been conceived as a reinforcement in Amtrak's operations, was being eyed as the possible system-wide replacement for the SDP40F. An F40PH with a handful of Amfleet cars was initially envisioned as the short-haul train-set, such as the San Diego-Los Angeles

EMD PHOTO: JOE KRAJNIAK

KODACHROME: PRESTON COOK

KODACHROME: JIM BOYD

OVERHAULED SDP40Fs 501 and 526 had the *Southwest Limited* outbound at Roosevelt Road (left) in Chicago on July 22, 1977. In May 1976 (bottom) a pair of SDP40Fs had the *Broadway Limited* climbing Horseshoe Curve before they were banned from Conrail. A GE P30CH (above) hammered the TP&W diamond at Gilman, Ill., on the IC in May 1980. The "PMI 134" test unit (below) was at Blue Island, Ill., in June 1979.

KODACHROME: PRESTON COOK

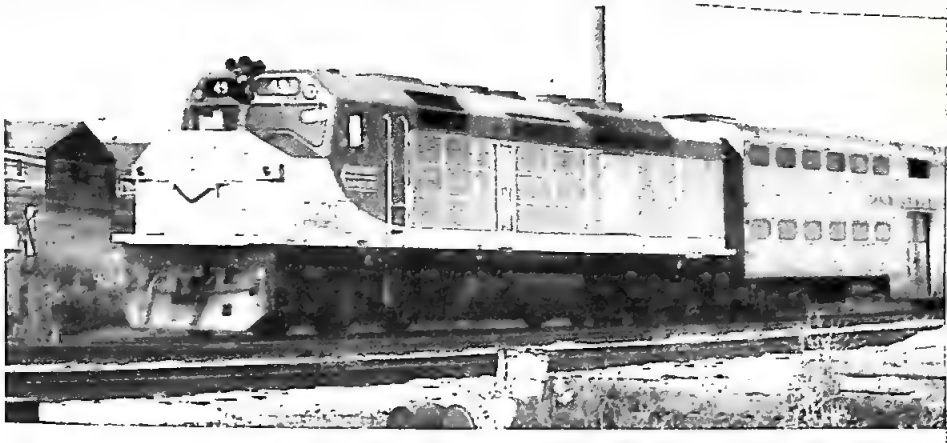
KODACHROME: JIM BOYD

serv[illegible] of C[illegible] to Detroit, while the SDP[illegible]'s an[illegible]am-heated cars took care[illegible] the long distance trains. But the Superliners and a rebuilt and HEP-converted "Heritage Fleet" of the best of the older cars was changing the picture.

The first 40 SDP40Fs, which included the primary power for the Santa Fe trains, had already reached their first scheduled overhaul interval, and a number of them had been put through the shops. Amtrak decided that they would remain in service and would be the last of the big locomotives to be retired. The 40 SDP40Fs which had been built on the second order were intended to go through the program next, but that was canceled as plans were developed to trade them in on F40PHs. It was anticipated that EMD would be able to salvage the engines, alternators, traction motors and a variety of other hardware from the six-axled units and apply them to the F40PHs being built as replacements. The economics of the plan actually had a great deal more in their favor than might first be expected. If the SDP40Fs had been retained, they would have been converted to head end power by installing a pair of skid-mounted diesel generator sets in place of the two steam boilers in the rear of the carbody. This was going to add several hundred thousand dollars to the cost of an overhaul which was already costing several hundred thousand dollars. Also, when the SDP40F had been planned, the potential HEP requirement for long distance trains had been underestimated, and although the SDP40Fs had through cables for HEP, they had been undersized and would have needed to be recabled, adding another expense to the overhaul.

The rebuild order for F40PHs was approved on March 30, 1977, but Amtrak remained very apprehensive of public reaction to the purchase. A number of tactfully worded press releases talked about how the SDP40Fs were being "modified," when in actuality they were being converted to scrap metal. As the SDP40Fs arrived in the back yard at the La Grange plant and were torn apart, the replacements F40PHs were stenciled with lettering designating which SDP40F they had been "rebuilt" from. Meanwhile Pielet Brothers scrapyard was cutting up the remains of the big SDs as fast as they arrived. In the end, there was relatively little publicity over the rebuilding program. Only the railfan press paid much attention.

The adaptation of the F40PH for long distance service was not without its own problems, most of which were caused by the very limited fuel capacity available on the 256,000-pound four-axle locomotive. Train stops for refueling had to be reconsidered, and Amtrak even converted one E-unit to a fuel tender, fitting it with the 1350-gallon water tanks from several of the scrapped SDP40Fs. The 500-k.w. head end power generating capability of the first order of Amtrak F40PHs (numbers 200 through 229, which were not constructed as "rebuilds" of SDP40Fs) had been selected for the original mission of short-haul intercity use. The F40PH uses conventional railroad engine governor control technology, and because of this it is not possible to parallel the HEP output from several locomotives. More HEP capacity was needed for the long distance trains, and as a result later units were fitted with an 800-k.w. HEP alternator.



THE 15 F40Cs built in 1974 for the Milwaukee Road suburban service were essentially SDP40Fs designed for an engine-driven HEP unit rather than steam heat. The stainless steel side panels shown on the 49 at Bensenville are unique to these units. The SDP40F was replaced by the smaller F40PH, like the 258 teamed up with SDP40F 644 on the 18-car *Silver Star* at Greystone, N.C., (below) on June 10, 1979.

CURT TILLOTSON, JR.

The SDP40F's alter-ego

The thinking involved in developing the SDP40F design for Amtrak service had been completely dominated by the need to provide two steam generators and their related water capacity, since all of the long distance Amtrak trains in 1973 were equipped with steam heat passenger cars. A noteworthy offshoot of the SDP40F design process, unencumbered by the need for space consuming steam generators, was the head end power equipped F40C which was built for the North West Suburban Mass Transit District operating the former-Milwaukee Road commuter lines in the Chicago area. The specifications for this locomotive were released about a year after the SDP40F, and the use of a HEP alternator mounted in the rear of the carbody, driven directly from the engine, allowed the F40C to be produced in a significantly shorter carbody despite the use of virtually identical cabs and engine room installations.

The visual relationship between the

SDP40F and the F40C is remarkably similar to the relative sizes of the predecessor FP45 and the F45 models. While the SDP40F measured 72 feet 4 inches over coupler pulling faces, the use of the HEP generator in the F40C allowed the carbody to be shortened to only 68 feet 10 inches. Most of the shortening was accomplished by reducing the distance between truck centerplates by two feet six inches, while the rear overhang from the second truck centerplate to the end plate was also reduced by one foot. The effect on overall weight of the locomotive was quite striking, with the F40C weighing in at 360,000 pounds compared with a nominal weight specification of 396,000 (plus or minus 4000) pounds for the SDP40F. A great deal of the weight difference was the result of the large fuel and water tankage in the SDP40F (2500 gallons of fuel, 3500 gallons of water) compared with the normal 3200 gallon fuel-only capacity of the F40C.

The F40C ended up being a Chicago-only locomotive, as the development and subsequent success of the F40PH in Amtrak service effectively established the four-axled HEP locomotive as a completely acceptable and less costly approach for commuter applications. The 15 F40Cs which were built for the Chicago operation have lived in relative obscurity, routinely performing their assigned tasks with little notice. An attempt to emulate the fluted stainless steel side panels of the Burlington streamlined E5 locomotives (a feature proposed by railfan Herb Hansen, a member of the transit district board) contributed to the bizarre appearance of these mobile washboards.

If Amtrak's locomotive requirements of 1972 had allowed an immediate changeover to electric HEP, they could have done the job with the F40C and there would have been no need for a design as heavy as the steam generator-equipped SDP40F. It is intriguing to speculate on the possible results of Amtrak's long distance trains having been powered by a six-axle unit nearly 40,000 pounds lighter and several feet shorter than the SDP40F. They might not have encountered the derailment problems, and as a result, the subsequent retreat to four-axled designs might have been unnecessary. Since Amtrak probably wouldn't have required fluted side panels, the F40C might even have looked quite presentable as an Amtrak locomotive.

Epilogue

The gradual retirement of the SDP40Fs as trade-ins on orders for the F40PH locomotives slowly reduced the Amtrak fleet, with the exception of a core of units working on the Santa Fe. By early in 1981 only 37 of the original 150 SDP40Fs remained on the roster. Even the original 30 units assigned to the Santa Fe were subject to attrition, mostly as a result of grade crossing collisions. The delivery of more and more F40PH locomotives and new Amtrak and Superliner cars relegated the controversy over the SDP40F derailments into a forgotten chapter of railroad history.

In September 1984 the Santa Fe arranged an equipment swap which brought 18 former Amtrak SDP40Fs (numbers 511, 526, 615, 622, 628-630, 632-635, 638-640, 643-645, 649) onto the railroad's roster as Santa Fe 5932-5949. In early 1985, ten of the 19 remaining Amtrak SDP40Fs (500, 523, 537, 611, 617, 621, 623, 624, 626 and 642) were traded in to EMD on rebuilt F40PHs 391-400, and in June 1987 the last nine SDP40Fs on the Amtrak roster (618, 625, 627, 631, 636, 637, 641, 646 and 648) were traded in on F40PHs 410-409. Some of the SDP40Fs had lasted only four years on Amtrak, others had lasted a dozen, but they had all died early.

While working for EMD, I had been involved in the SDP40F deliveries when they were new and had subsequently ridden them a considerable number of miles on several Amtrak routes. Beginning in 1977 my assignments took me into other areas of the business, and I had been a distant observer to much of the derailment controversy. When I became aware of what was happening as a result of the derailments, they were already cutting the first of the trade-ins up at Pielet Brothers scrapyard.

Electro-Motive has retained a number of SDP40F carbodies at the La Grange plant, including the original Amtrak 500. Of these, four were used as test beds for various projects. Amtrak 509 became EMD 218 in July 1985, Amtrak 531 became "F50CM" EMD 268 in June 1988, and Amtrak 609 became the EMD microprocessor prototype 169 in May 1979. One SDP40F, the former Amtrak 569, was converted in May 1977 into EMD 134, a prototype for testing mining truck transmissions and was labeled as the "PMI Test Vehicle" (Power, Marine and Industrial), with a distinctive blue and white paint scheme.

On a gloomy day in the late 1970s, I was walking through the back yard at the La Grange plant past EMD 134 and decided to take a look inside. The cab of the unit was dirty and deteriorated, but I couldn't help noticing a distinctive warning plate which had been installed on the control stand in deference to its role as a prototype mining truck: "Notice — This is not a locomotive." Somebody had done a magic marker customizing job by adding a few words, so that it read "Notice — This is not a very good locomotive."

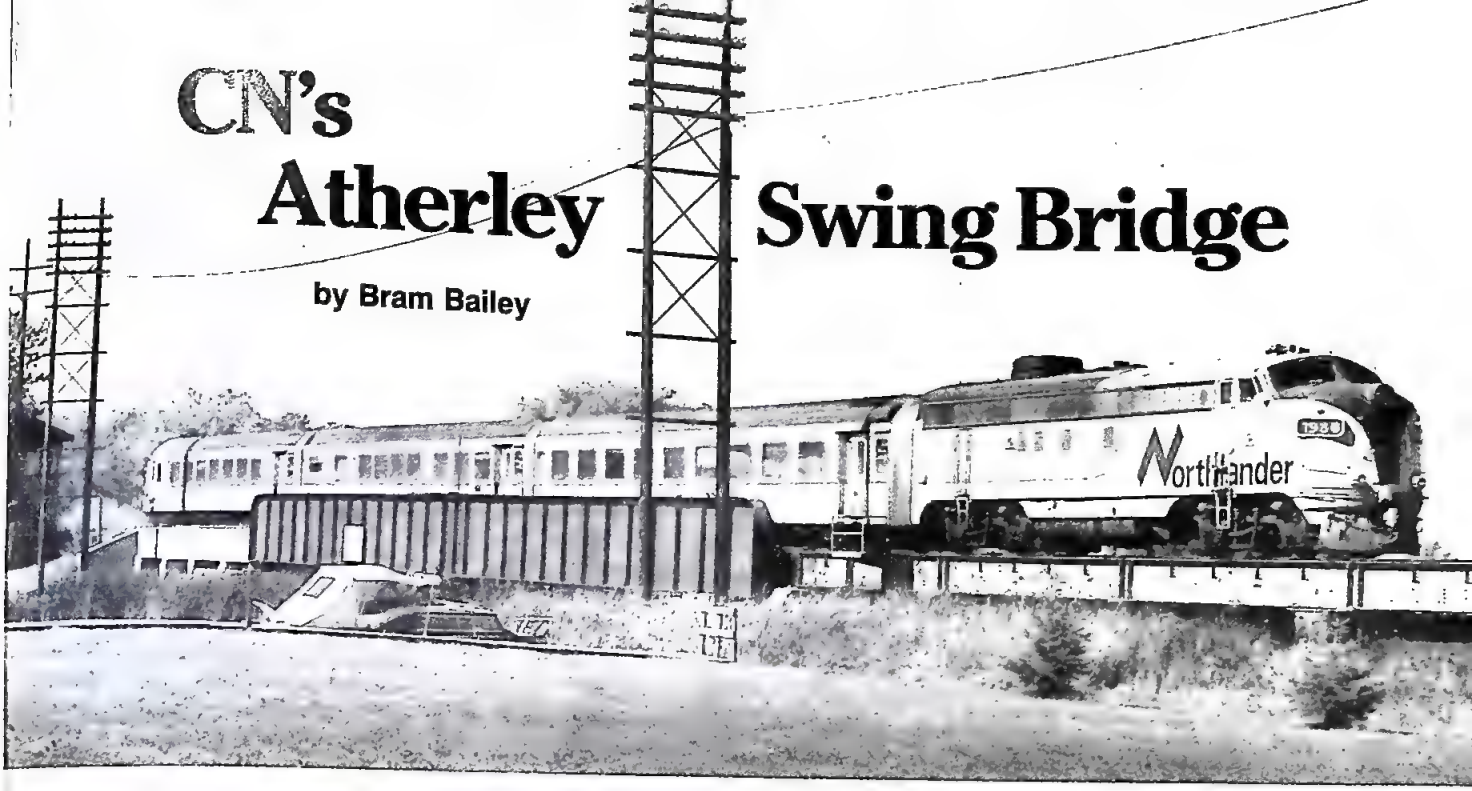
The SDP40F deserves a better epitaph.

MIKE MARTIN

THE ULTIMATE SUCCESS of the SDP40F is being demonstrated today by the Santa Fe's fleet of "SDF40-2s" rebuilt from SDP40Fs. Here four of the ex-Amtrakers have the hot 199 Train headed for Tehachapi a few miles north of Mojave on April 23, 1985.

CN's Atherley Swing Bridge

by Bram Bailey



PHOTOGRAPHY: BRAM BAILEY

Thirteen miles south of Washago Junction is a rather unusual manually-operated swing bridge

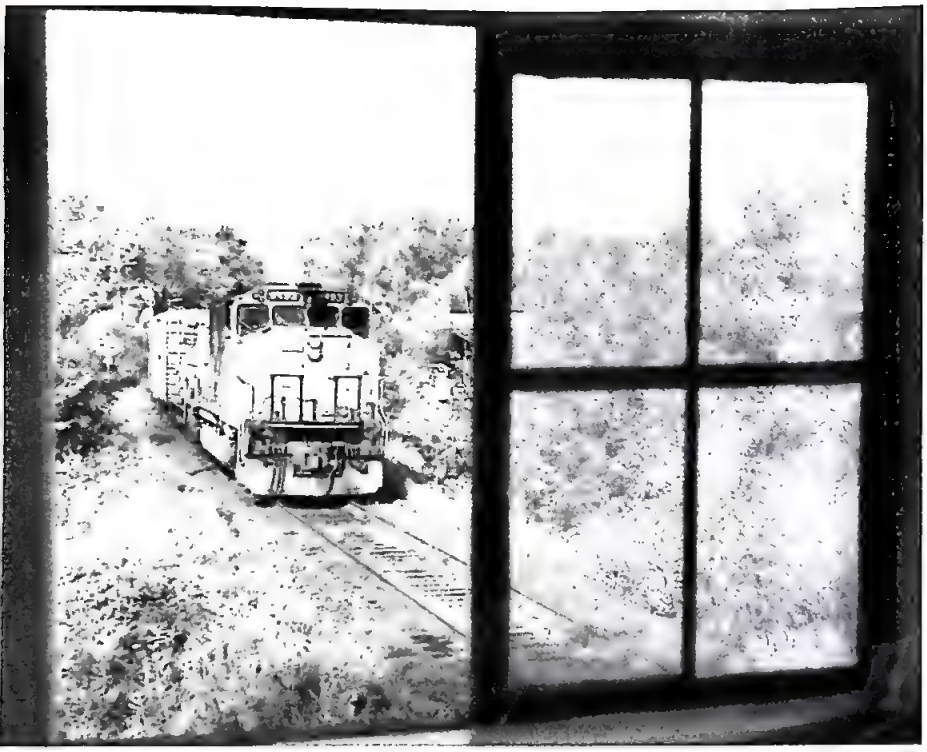
Do you know what recording artist Gordon Lightfoot has in common with Canadian National's Atherley Bridge? Their home is Orillia, Ontario, 13 miles south of Washago. Gordon Lightfoot has gone on to bigger and better things, but the Atherley Swing Bridge is still there and will be for a long time to come.

Spanning the Atherley Narrows between Lake Simcoe and Lake Couchinching, the bridge was built in 1912. The channel is part of the Trent-Severn Waterway that connects Lake Huron with Lake Ontario. The locks are not sufficiently large to handle a significant amount of commercial traffic, but the waterway is alive with pleasure boat traffic through the entire boating season.

What makes this bridge unique in our modern world is that it is purely mechanical. Like the "armstrong turntable," this 120-foot span relies solely on muscle power provided by the bridge tenders to open and close. There are four bridge tenders who work seven days on, then seven days off, from early May until mid-October. The gentlemen presently assigned to the Atherley Bridge are William Nixon (Orillia, Ont.), Peter Devries (Gravenhurst, Ont.), Darrin Wale (Floral Park, Ont.) and Dave Edens (Brampton, Ont.). Two bridge tenders are assigned at any given time. During the peak season they come on duty at 08:30 and work until 22:00. For the first and last month of operation they work a short 09:00-18:00 schedule. Weekends and holiday hours during that period are 10:00-19:30.

The bridge is supported on a center pier, and there is a circular rack gear around the top of the pier. A pinion gear engages the rack and is driven from a capstan on the bridge deck. The tenders turn the bridge by rotating the capstan in the center of the span. The bridge rides on 48 steel wheels as it is turned. The simplicity of the mechanical aspect

IT TAKES MANPOWER to turn the Atherley Swing Bridge, and Bill Nixon and Pete Devries were in the process of cranking the 28 rotations of the windlass to open the span. The next day, September 23, 1988, the *Northlander* (above) was headed for Timmins.



"EXTRA 9493 NORTH" on the Newmarket Sub was approaching the bridge tower on September 23, 1988. Most CN freights use the nearby Bala Subdivision.

of the bridge contrasts with complexity its safety features.

There are several locking devices to keep the bridge safely aligned. The rails extend beyond the bridge, and when the span is locked in position the rails lay in steel cradles attached to the concrete end piers. To enable the bridge to turn, the rails are lifted out of the cradles. The mechanism that lifts the rails also withdraws the four wedges that are driven between the bottom of the bridge girders and the top of both end piers. When the bridge is closed, these wedges transfer the loading to the end piers as trains cross the span.

There is an additional mechanical interlock with the tower. Of the three levers in the tower, the center one unlocks the bridge, and the two outside levers are for the northbound and southbound home signals. A clear signal cannot be given until the bridge is locked in the closed position. Likewise, the bridge cannot be released until the home signals show red. To further ensure that no accidents will occur, there is also a set of electrical contacts between the bridge and the end pier. This prevents a clear signal if the bridge is not in the proper position.

The bridge has to be closed ten minutes before train time. The Trent-Severn Waterway is generally quite busy with boat traffic, and since this portion of the Newmarket Subdivision sees very limited rail traffic, many times the bridge is left open for hours at a time. To accomplish this without stranding the bridge tenders in the middle of the stream, ladders have been installed within the bridge structure that allow them to climb down to the center pier, and the CN provides them with a rowboat that enables them to return to the tower when the bridge is left open.

The first two rowboats provided by the CN sort of "sailed away in the night," but the third was painted CN orange complete with the "wet noodle" insignia on the bow. This one has been around for several years, so it appears that an identity is a sure cure for "rowboat's wanderlust."

When the bridge tenders come on duty, the first order of business is to call the CN dispatcher in Toronto for a lineup which tells them what extra freight movements to expect in addition to the single scheduled passenger train each weekday. Before the VIA cutbacks, three trains a day were scheduled during their hours of operation. The first was the northbound *Northlander* No.121 at 13:45, and shortly after that was the westbound *Canadian* No.9

BILL NIXON was pulling the lever to clear the home signal for the northbound *Canadian* (left) on September 22, 1988, as Pete Devries looked on. After opening the bridge for boat traffic the next day, Pete Devries and Darren Ware used the official CN rowboat to get back.

TWO KODACHROMES: BRIAN BARLEY

at 14:55. The last scheduled train of the day was the eastbound *Canadian* No.10 at 17:10. Now only the *Northlander* can be seen here during daylight hours, as the rescheduled *Canadian* comes through in the middle of the night.

Typically, the bridge tenders are greeted in the morning by several boaters eager for the bridge to open. Once they determine that no trains are coming, one of them will row out to the pier and tie up the boat. The other sets the approach signals and unlocks the bridge in the tower. He then walks out on the bridge and installs the 70-pound bars into the capstan. The six turns needed to lift the rails and pull the wedges usually require the strength of both men. Hot days cause the bridge to sag, making it more difficult to remove the wedges; cold, damp days make the job easier. Once the interlocks are disengaged, a lever is put into the other capstan. With a gear ratio of 112:1, unless the wind is a heavy or gusty, one man can turn the bridge alone. To make the job easier, each man makes about seven revolutions, then the other takes his seven times around until the bridge is open. Once the bridge is open, they will row back to shore and wait in the tower until duty again calls. The tower is equipped with a television set and abundant reading material to keep them occupied when not discharging their duties.

At the end of the day, they lock the bridge in the closed position, and the approach signals are set to the clear indication. Once they have locked up the tower and gone home for the day, the railroad can operate over the bridge just as if it were a fixed span.

I asked the bridge tenders what the best and worst aspects of the job were. Bill Nixon told of one summer day when the waterway was alive with boat traffic and they put 14 trains through. He said that he had never been so tired in his life as he was when when he returned home that night. He quickly added, "The tower is situated much like a cottage on the lake. People invest a lot of time and money in their cottages, while I have many of the same advantages while being paid to be here."

Pete Devries summed it up by saying, "There is some pretty good fishing by the pier, and in the summer there is no better spot for bikini watching!"

THE BRIDGE TENDERS' TOWER at the south west end of the Atherley bridge was lit up at 02:00 on September 23, 1988. Later that day, the westbound *Canadian* No.9 (above) had a rather rare FP9 for power; F40PHs are now typical on the VIA Rail trains.

A **THREE-WAY MEET** took place at Washago on July 5, 1990, as a Bala Sub freight for Toronto met the van (caboose) of a North Bay paper train as the Toronto-bound *Northlander* made its station stop. The GP38-2 provides traction while the ailing FP7 supplies HEP.

by Bram Bailey

PHOTOGRAPHY: BRAM BAILEY, EXCEPT AS NOTED

As a boy, when I wanted to go to a sure-fire place to find some main line rail activity, my grandfather and I would go to Washago. Today, 30 years later, Washago is still a center of action in northern Ontario. The town of Washago is one of those places best described by a sign that says "Entering Washago" on one side while the other side reads "Leaving Washago." All kidding aside, it is a rather intimate little community half way between Orillia and Gravenhurst, about 95 miles north of Toronto.

To understand what happens at Washago, you must know a little about how the Canadian National is laid out and operated north of Toronto. The Bala Subdivision runs north from Toronto on the east side of Lake Simcoe and then heads northwest to Capreol. The Newmarket Subdivision runs along the more densely populated west side of Lake Simcoe then extends due north to Nipissing Junction (North Bay). Washago is where these two subdivisions cross. You will not find a diamond at Washago, however, because for about one hundred feet these two subs share the same trackage across a small bridge

Canadian National and VIA/Ontario Northland action in Ontario north of Toronto

Washago Junction

just south of the station.

The passenger trains between Toronto and Washago run on both the Bala and Newmarket Subs, while the freights typically take the Bala Sub, which covers the distance using a route about eight miles shorter avoiding major population centers. The Newmarket Sub passes through the towns of Orillia, Barrie and Newmarket. Before the 1990 VIA cutbacks, the now-defunct nocturnal *Northland* ran on the Bala Sub, stopping only at Beaverton. The daytime *Northlander*, which still runs, uses the two subdivisions like a loop, going into Toronto on the Bala Sub and leaving on the Newmarket Sub. This allows the luxury of not having to turn the train at Toronto for departure. North of Washago, the *Northlander* follows the Newmarket Sub to North Bay. The only other passenger service through Washago is the *Canadian*, which runs the Bala Sub via Capreol and passes at night in both directions.

Plenty of freight rolls through Washago on any given day. You can generally count on at least one "paper train" and a general merchandise train each way each weekday between Toronto and North Bay. The paper train is made up predominantly of newsprint cars from/for the paper mills in Iroquois Falls, Smooth Rock Falls and Kapuskasing. From the mid-1960s until June of 1990, a taconite train would run each way through Washago. The ore train was made up of specially-built enclosed ore cars bound for the steel mills of Hamilton or empties returning to Sherman or Adams mines served by the Ontario Northland. Dofasco is now getting their ore shipped in from Quebec by boat, so these trains are history.

Just about all of the CN freight from Toronto to the western provinces goes out over the Bala Sub through Capreol. Of course, the reverse is true of western freight coming into Toronto. This accounts for as many as three hotshots each way on weekdays. On top of that, a couple of general merchandise trains usually roll through each way. It is easy to tell them apart on the radio, as the hotshots have symbols in the 200 series, while the 400s are general merchandise. Southbound trains have even numbers while northbound trains are assigned odd numbers. Most of the radio activity is on CN Channels 1 (161.415 MHz) and 2 (161.205 MHz), but it is also a good idea to be plugged into the dispatcher on Channel 3

VINTAGE ACTION at Washago Junction included A-B-A Alcos led by FPA4 6776 on the Toronto-bound *Super Continental* passing the concrete coaling tipple in August 1970, and a southbound paper train behind M630 2026 (below) in October 1977.

TWO KODACHROMES: BRIAN BAILEY

TWO KODACHROMES: BRIAN BAILEY

WORKING THEIR WAY WEST behind wide-nose GP40-2LW 9481 on hotshot 219 were two new BC Rail SD40-2s on July 24, 1985. Although the ONR *Northlander* still passes through Washago Junction in daylight and uses this bridge (below) just south of the yard, the Dutch TEE power cars, here in August 1977, have now been replaced by FP7s.

(160.935 MHz). All times are given by 24-hour clock.

With the exception of Saturday, a day at Washago will guarantee you the opportunity to shoot in daylight the two Ontario Northland *Northlander* passenger trains, pulled by rebuilt F-units. Not bad for a little spot in the middle of the north woods. The bulk of the hotshot freights run through early in the morning. It is not unusual for four or five trains to go through between sunrise and 09:30. Typically, late morning and early afternoon are pretty quiet. Things start to get busy in the afternoon with the arrival of the northbound *Northlander* No.121 at 13:56 (1:56 p.m.). The southbound *Northlander* No.122 is scheduled about three hours later at 17:01 (5:01 p.m.). In the late afternoon the freight activity usually picks up.

Until recently, there was an operator on duty at Washago, which was great in that he could tell you when to expect what. As of May 1988, however, the operator was removed, and the station is now used only as an office building for the track maintenance and signal people. One must rely more heavily on the scanner to know what is going on. VIA tickets are sold at the Washago Hotel, a short walk uptown from the station.

Before the VIA cutbacks, Washago offered you the opportunity to photograph five passenger trains in daylight.

In addition to the *Northlanders*, the schedule boasted of two *Canadians* in daylight, as well as the southbound *Northland*. If you were in to night photography, the northbound *Northland* would come through at 23:17. With the schedule changes, the *Canadian* is now a night train at Washago.

The way I maximize my opportunities at Washago is to make my first stop at the Hotel to pick up a VIA timetable. There is a pay phone in the station, and by using VIA's 800 number (800/268-9520) the arrival times of the passenger trains can be verified. Since the passenger trains are a sure thing, I plan my day's shooting around them and keep my ear glued to the scanner for freight.

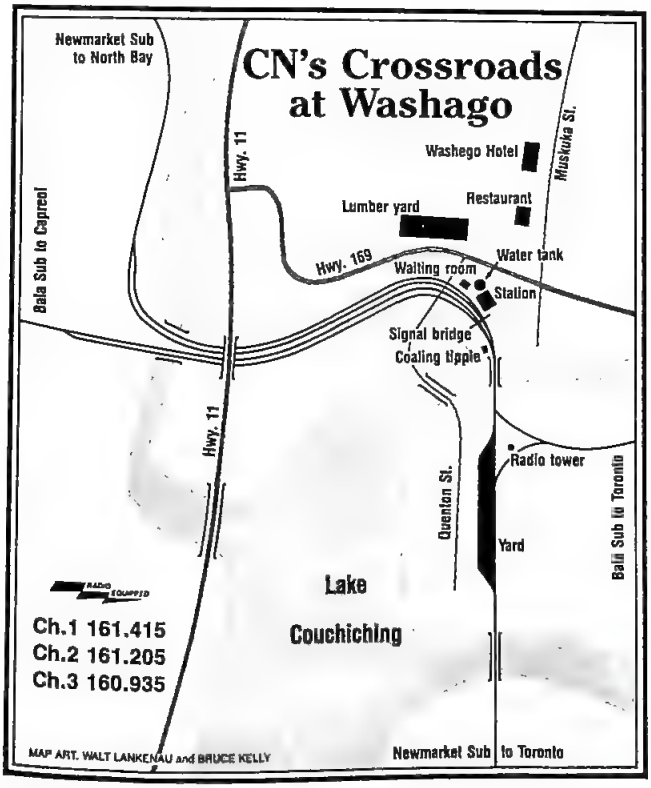
The Bala Sub is CTC territory, so sometimes the trains can sneak up on you without a lot of radio chatter. The Newmarket Sub is train order territory, so there is some radio traffic as they get Manual Block System (MBS) clearance.

When there is a lull in the activity, it is interesting to look the place over and visualize what it was like there in years past. The old coal tipple still remains. It is easy to picture in your mind a little Ten-Wheeler using the facility.

The old station building is set back from the tracks at an odd angle. Upon further investigation, you will notice an additional bay window at the rear of the building. Standing in front of it and looking south, you will notice that it is a straight shot to the bridge and coal tipple. Originally, the Newmarket Sub occupied this space. The trackage was relocated to the other side of the station when they built the Highway 11 overpass. This way they could cross both subdivisions with one bridge. Wes Earl, one of the former operators at Washago, told me that in the days of steam two operators would be assigned to the station, one covering each Sub.

Washago offers much to the railfan. The traffic density is about 16 to 20 trains per day. The way the trackage changes direction offers the opportunity to front-light almost any train coming through the junction at any time of the day. There are several bridges and abundant water to make each shot different from the previous one. If you want to see some main line railroading in a north woods setting, Washago is the place to go.

BONNIE KOKET



MAY 28, 1988, saw the Saturday-only *Northlander* No.120 paused at the Washago "VIAshack," and the westbound *Canadian* (below) was still using a boiler-equipped F7B for steam. The GP40-2LWs (top) were on Toronto-bound hotshot 218.

TWO PHOTOS BONNIE KOKET

Steamtown's "Photographer's Weekend"

by Jim Boyd

Steamtown National Historic Site in Scranton, Pennsylvania, is getting its act together. After being created by Congress through the efforts of Representative Joseph McDade in 1986, the struggling museum is taking on a sense of purpose and direction, and the National Park Service management is beginning to exploit the dramatic potential of the railroad equipment and setting.

The Steamtown collection was initially put together by F. Nelson Blount in the 1960s and finally moved to a "permanent" home in Bellows Falls, Vermont. The political and economic climate, combined with rather uninspired management, left the operation nearly bankrupt. When the late Don Ball took over as director in 1980, he began to breathe new life into the organization and did a remarkable job of making the Vermont site attractive and appealing. Don knew, however, that the state of Vermont would never give even token support to the museum and began to seek a new home for the collection. The former-DL&W yard and main line in Scranton, Pa., was selected, and the non-profit Steamtown Foundation moved there in 1984, only to be alternately buttered and battered by local politics, and ultimately falling into the hands of local management even more corrupt and inept than any it had experienced before.

Congressman McDade's quick action got Steamtown designated a National Historic Site under the National Park Service in 1986 and prevented the emi-

THREE PHOTOS: BRUCE KELLY

SATURDAY'S ACTION included a photo runby over Tunkhannock Viaduct (**right**) and a meet with CP SD40-2s and an NS GE on Train 555 at Kingsley (**below**). The highlight of the entire weekend was the hour of runbys (**opposite bottom**) on the "high line" and yard.

nent rape of the collection and site. This "pork barrel" politics was not without its down side, as the November 26, 1990, issue of *Newsweek* used Steamtown as a prime example of the abuse of the Congressional influence upon the National Park System.

Regardless of the circumstances of its birth, however, the Steamtown National Historic Site has an impressive potential, with the DL&W main line to Pocono Summit and the Delaware Water Gap being the only railroad museum property in the world with a heavy duty main line upon which to recreate the steam era on a truly realistic scale. Granted, as the recently-retired John H. White of the Smithsonian often observes, "the site itself has no relevance" in relation to the collection, but the wanton scrapping of America's steam locomotives and supporting infrastructure has left almost no other site/collection combination that is even remotely viable (the narrow gauge East Broad Top in Orbisonia, Pa., is one of the few that come to mind). We have Steamtown, however, and it deserves support.

And Steamtown went a long way in earning that support in the autumn of 1990 when Superintendent John Latschar approved the idea of a "Photographer's Weekend." Based on the highly popular "railfan weekends" held by previous Steamtown administrations in both Vermont and Pennsylvania, this was the Park Service's first effort, and it was a major success in spite of short notice to develop publicity and a number of conflicting events on the same weekend.

The weekend's activities began with a Friday evening banquet featuring a presentation by Alex Camayd, the architect who is leading the team that is designing and site plan and structures for

Steamtown. The scope of the site's possibilities surprised even the veteran railfans in attendance, even though some of the details were questioned and criticized (see MARKERS). With their brief exposure to the working environment of steam locomotives, the Park Service and its architects are on a steep learning curve, and many of the potential problems observed by the railfans will likely be worked out in an appropriate manner. The Park Service's dedication to authenticity, while sometimes unrealistically rigid, has already resulted in its operating locomotives (Canadian Pacific 4-6-2 2317, Canadian National 2-8-2 3254 and Baldwin Locomotive Works 0-6-0 26) being restored to historically correct appearance.

With CPR 4-6-2 2317 in the shop for a major five-year overhaul, CNR 2-8-2 3254 was the only operable main line locomotive, while Baldwin's Eddystone plant switcher 26 shuttled about in the yard. On Saturday morning, the 3254 headed up a main line excursion over the D&H to Kingsley, Pa. The 52-mile round trip was Steamtown's normal excursion route for the 1989 and 1990 seasons, but photo runbys were added for the weekend activities. Since the northward operation of the train made for difficult against-the-sun photography, Steamtown seriously investigated the possibility of facing the locomotive south, but the only turning facility within reach, the Conrail wye near Taylor Yard, was out of service. With the wye west of Bridge 60 in the Scranton yard restored next year, this should never again be a problem.

Two railfan park rangers, John Mucha and Ken Ganz, did much of the planning and organization of the Photographer's Weekend, and their ideas and efforts paid off magnificently. Although many of Ken's suggestions for photo runbys in locations with better lighting were vetoed for other reasons, the photo runbys were well organized and impressively executed. In an effort to provide photo opportunities not normally available, a double runby was held just north of Kingsley at the old DL&W interlocking tower on track not used by the regular excursion trains. After returning to Kingsley, the 2-8-2 was posed for a meet with a D&H northbound freight led by Canadian Pacific SD40-2s.

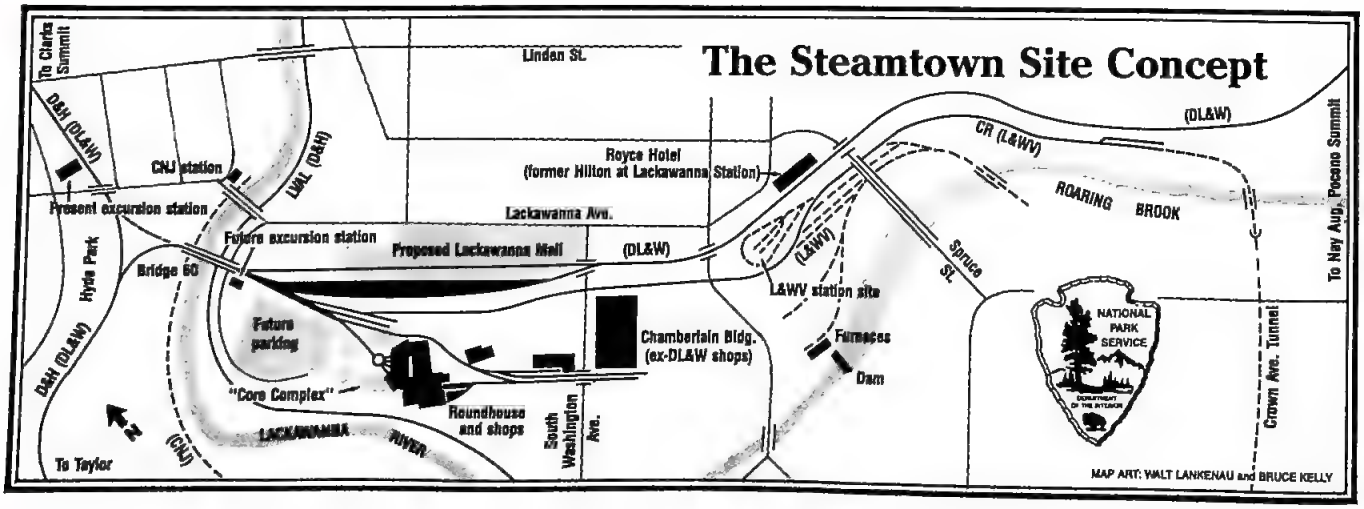
The real highlight of the weekend was the result of a massive volunteer effort to trim the weeds and clean up the east end of the yard and the old DL&W "high line" main along the Scranton skyline for a series of late afternoon photo runbys. This high line track is scheduled to be demolished for the construction of a shopping mall, the result of a questionable property deal between the city of Scranton and a real estate developer during the confusion between the Steamtown Foundation's bankruptcy and the arrival of the National Park Service. The destruction of the track and most of the impressive industrial city skyline is the local equivalent of selling Yosemite's El Capitan to Vulcan Materials for a quarry. Hopefully, a soft economy will prevent the ill-conceived mall from ever getting under way.

Meanwhile, in the superb low light of Saturday afternoon, the 3254 created some historic and timeless images of action on the high line (see the front cover), as the 0-6-0 moved about in the yard as counterpoint with a vintage Central Vermont boxcar. In a final touch of class, a baggage car was added to the head end of the excursion trainset, creating a particularly photogenic passenger consist. With nearly 300 people lined up behind well-positioned photo line ropes, the two locomotives paraded back and forth for over an hour until the light diminished.

In a major departure from previous the Park Service policy of "no diesels" (after having been stung by the previous management's "Dieseltown U.S.A" reputation for adding or substituting diesels on the excursion runs), a collection of local diesels was brought in, and some of Steamtown's own more attractive diesels were displayed. The visitors included an Alco RSC2 and "O&W" U30B from the Lackawanna Valley and the Delaware & Hudson rebuilt GP38-2 "B.C. O'Brien," named in honor of the D&H road foreman who is the Steamtown excursion's regular engineer. The display was supposed to have included Electro-Motive's FT demonstrator set 103, but last-minute insurance problems prevented its trip to Pennsylvania and New Jersey.

The night photo session on Saturday evening attracted a surprisingly huge crowd of over 225 participants, which resulted in having to split the groups and doing each series of photos twice. Marc Balkin supplied video lights for set-up and focusing, and railfan Fred Jones helped me in throwing the flash. We lined up the two live steam locomotives alongside the dead CNR 2-8-2 3377 for one scene (next page) and Steamtown's DL&W-livery FP7 and GP9 along with the D&H "B.C. O'Brien" for the diesel scene (front cover).

After a hoped-for trip north to Binghamton was shot down by insurance that covers Steamtown operations only a short distance north of Kingsley, the Sunday excursion was essentially a repeat of Saturday, but with different photo runby locations. Sunday's weather was not as cooperative as Saturday's sunshine had been, but the overcast skies made the northward-facing runbys less of a lighting problem. The double runbys at Factoryville, Hop Bottom and Kingsley were impressive with some heavy-handed throttle action — D&H engineer Bill Billings put on a particularly spectacular show with the final runbys at Kingsley. With the return to Scranton, the 2-8-2 and 0-6-0 were posed by the Bridge 60 tower and then performed a number of runbys at the yard throat, including an impromptu doubleheader. The Canadian



KODACHROME. JIM BOYD

Mikado tromping around in the winter-brown yard under an overcast twilight sky looked for all the world like those photos of the Grand Trunk Western in the dreary spring months of 1960 as steam was playing out its last moments in history. It was a great way to wrap up the weekend and Steamtown's 1990 operating season.

The railfans and management were both delighted with the results of the first Photographer's Weekend under Park Service administration. The gate attendance for the two days totaled 1993 visitors, of which approximately 400 rode the Kingsley excursions. They have already announced plans to do it again on the first weekend following the 1991 operating season.

EKTACHROME CHUCK LEOPOLD

CANADIAN NATIONAL 2-8-2 3254 performed numerous runbys Saturday afternoon on the old DL&W main line against the Scranton skyline and then posed with Baldwin 0-6-0 26 and dead CNR 2-8-2 3377 (below) for night photos. On Sunday it was photographed from a Cessna heading north over Martins Creek Viaduct just south of Kingsley, Penn.

KODACHROME: JIM BOYD

2604

CREW
THE BEST

MASTER MECHANIC'S DELIGHT: Illinois Central 4-8-2 2550 as seen from U.S.51 north of DuQuoin, Illinois. Watercolor, 12″×16″.

THE WINDS OF IRONY

Text and Artwork by Ted Rose

Compare a U.S. highway map with one depicting American railroads (if you can find one), and you'll notice little difference in the placement and configuration of the major routes. Railroad rights-of-way were long established and gradients were known; it was a comparatively simple matter for young state highway departments and the Federal Highway Administration to follow paths of least resistance and cheapest land acquisition to piece together America's highway network.

Thus straddled, railroads went about their business, as usual. But things changed: growth markets developed down new highways, towns and center cities died, and the landscape was formed anew by highway planners. Gas pumps sprang from Permian earth like florid toadstools. American railroads, flush with new diesels and empty streamliners, finally noticed that they *were* the other side of the tracks. At abandonment hearings across the country they wondered aloud that private, tax-paying enterprise had been subdued by entrenched tax-collecting government in the name of a public weaned on gasoline.

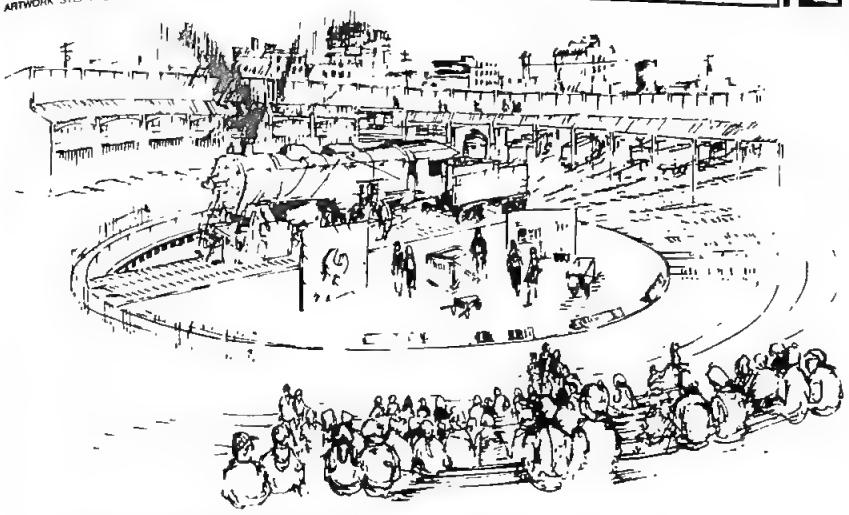
So be it. But then, when the world and I were younger, I gassed up the Ford at 18.9 cents a gallon and headed north on U.S.51 (**above**) to follow Illinois Central tracks and no-frills rebuild 2550 subbing for down diesels on the *Seminole*. This brisk wind from the south left me as I slowed for truck traffic.

Of course, coal moved by rail, not on a back-water tobacco road like U.S.62 (**preceding pages**). It still does — the Paducah & Louisville handles the job today. But a while back, on an old March day along what was then the Kentucky Division of the Illinois Central, spring was in the wind, and the quiet sounds of earth-thaw were displaced by the methodical exhaust of home-built 4-8-2 2604 and the roll of loaded hoppers thumping west to Paducah. I continued east on U.S.62.

KENTUCKY DIVISION (preceding pages): Illinois Central 4-8-2 2604 along U.S.62 west of Elizabethtown, Kentucky. Watercolor, 22″×30″.

BY JIM BOYD

ARTWORK STEAMTOWN



THE PROPOSED TURNTABLE for Steamtown's restored Scranton roundhouse would have half of its deck planked over to make a stage for "interpretive presentations."

Steamtown's Silly Turntable

At the Friday evening banquet that kicked off Steamtown's "Photographer's Weekend," the featured speaker was Alex Camayd, the architect who is heading the team that is developing the Scranton site. The overall concept for creating the "core complex" around the roundhouse and developing the railroad yard and surrounding areas got generally high marks for both concept and execution. To the railfans in attendance, however, it was rather obvious that the people who are designing the structures have extremely limited experience in the railroad field and are depending on photographic images, other museums and the surviving archaeology of the Scranton site for inspiration. Not one of them has ever seen a working steam-era engine terminal — and it shows. The designs presented will make an impressive facility, but it will resemble the California State Railroad Museum much more than a DL&W engine terminal of 1945.

While nearly everyone could accept the core complex with its new stylized reception center and theater structures, one glaring error in judgment was immediately evident: that silly decked-over turntable. Under the pretext of "not deceiving the public by creating 'replicas' of the demolished structures," they are building a new 90-foot turntable that will be fully functional in getting live locomotives into and out of the working restored roundhouse. However, in order to provide an "interpretive arena," the turntable is to have one side of the bridge decked over to the circumference of the pit. This was originally to have been completely decked over, but the howls of protest from the resident railroaders got it scaled back to half of a deck.

While the surviving 13 stalls of the old DL&W roundhouse will be restored as authentically as modern OSHA and insurance regulations permit, the turntable centerpiece of the core complex will be a ridiculous-looking rotating stage for "interpretive pre-

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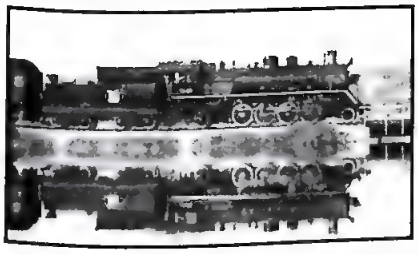

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sentations" and community events, such as musical productions. For this frivolous idea, the authentic image of the Scranton roundhouse will be forever defaced, and the most dramatic single piece of railroad infrastructure will become a carnival-like toy. Instead of live locomotives easing onto a grimy turntable, as occurred thousands of times a day in the steam era, the locomotives will "take the stage" in an incredibly phony "interpretive setting."

The Park Service officials note that railfans and knowledgeable railroaders make up only 7% of the anticipated visitors to the Steamtown complex, and that the decked turntable is intended for the other 93% who don't know any better. The logic here is that they can fake out all but 7% of their visitors with this visual fraud in the name of "interpretation."

Who ever needed to have a turntable "interpreted?" The sheer timeless drama of a live steam locomotive on a real turntable is far more educational and worthwhile than a bunch of Smoky Bear rangers and a troupe of dancing girls on a rotating stage with tracks in the middle of it. And it is highly doubtful that any of the creators of this questionable concept have ever tried to make an "interpretive presentation" in the presence of a live steam locomotive — one set of air pumps, a blower and whining dynamo would drown out even the most determined park ranger, and the first lifting of the pops would surely have him running for cover!

The National Park Service is doing a magnificent job in creating what in a very short time will become a world-class railroad museum. With no previous experience in the realities of railroading, they are learning very quickly of the awesome potential for beauty and drama that the steam environment can provide. The banquet attendees and other railfans who have seen the plans for the Steamtown complex generally applaud the efforts, and the only aspect of the design that is universally rejected is the decked turntable. It is not too late to opt for a "proper" turntable that will be an authentic and photogenic centerpiece for the entire complex.

If the half-decked turntable is built — scheduled for construction in 1991 — every railroader and railfan who walks in will have the same reaction: "Why did they have to screw it up it like that?"

If you have an opinion on this matter, please express it in a letter to Superintendent John Latschar, Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503.

Missing credits

On pages 74-75 of the Wyoming Colorado article in the January 1991 issue, we overlooked the credit lines for the three color photos of the WYCO F-units. The top photo on page 74 was by Chuck Conway and had been an entry in our Cover One Contest. The broadside across the bottom of the two pages was by Harold Edmonson, and the head-on shot of the passenger train at Centennial was by Jim Boyd.

EastRAIL and Winterail '91

We were a little slow in getting an auditorium lined up for the second EastRAIL multi-media slide show this year, but details are being finalized to hold it at the high school auditorium in Chatham, N.J., on Saturday, February 16, 1991. The one big complaint we had last year at the first EastRAIL was that the uncushioned seats in the Arthur L. Johnson High School in Clark, N.J., were "too hard." The Chatham High School auditorium has cushioned seats. The school is about a mile and a half from the NJ Transit former-DL&W electrified line station at Chatham, and we plan to have a van to meet each incoming train before the program begins and will provide a similar shuttle service at the end of the affair. Chatham is on the "Morristown Line" out of Hoboken and has hourly service. The high school is easy to reach and has plenty of free parking for automobiles.

EastRAIL is a day-long series of professional-quality slide shows using dual projectors and a music and narration soundtrack. (For details about the 1990 EastRAIL show, see the May 1990 CAMERA

next month in RAILFAN & RAILROAD

● CROWSNEST, CRANBROOK and COAL: Bruce Kelly takes us out West, where CP Rail has redefined its southern main line in British Columbia by abandoning certain mountain lines while upgrading other routes to carry unit coal trains which originate in the Rockies near Crowsnest Pass.

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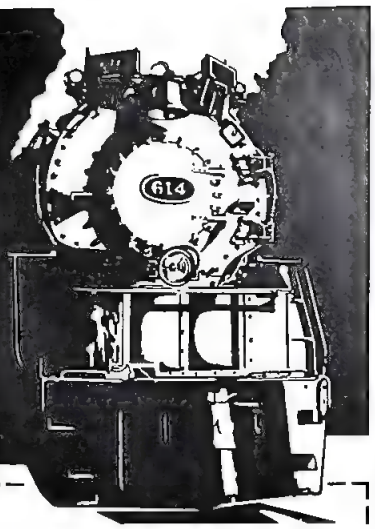

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BAG.) The "East" in EastRAIL denotes only its location and does not limit the subject matter of the shows, which this year will range from British Columbia to Chessie System and the Milwaukee Road. The schedule for 1991 will be slightly different from the 1990 show in that we will run from noon to 6:00 p.m. and will have no dinner break, which will leave the visitors' evening free to socialize or return home. The programs lined up so far include Greg Nazarow on British Columbia, Alan Bellis on Sand Patch and main line action from Scott Snell. The "feature presentations" will be by Rob Leachman of Berkeley, California, with programs on "The Milwaukee Road" and "Railfanning in French America," the latter being action in Quebec and New Brunswick. Other programs are being explored, and we should have a full schedule to announce in the March R&R. Advance tickets are $12 for adults and $8 for age 16 and under. Orders received after February 1 will be held at the door. Tickets will also be available at the door. EastRAIL '91 is sponsored by the Jersey Central Chapter NRHS and hosted by *Railpace NewsMagazine* and RAILFAN & RAILROAD. Tickets may be ordered from: EastRAIL '91, P.O. Box 700, Clark, NJ 07066. Make checks payable to "Jersey Central Railway Historical Society." Telephone inquiries may be made of the R&R office from 9:00 a.m. to 5:00 p.m. on weekdays at 201/383-3355.

Dave Stanley's ever-popular "Winterail" show, which was the inspiration for EastRAIL, will be held in Stockton, California, on March 16, 1991. Programs lined up for

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this [illegible] annual event include presentations by B[illegible] Kooistra on Utah; Elrond Lawrence on S[illegible] Sunset Route; Eric Blasko and Steve Schneidinger on the Santa Fe's Franklin Canyon and Stockton Sub; Charles Lange on the Oregon, Pacific & Eastern; Steve Spohn on the "Explorers III" rare mileage trip over Montana Rail Link; Rich Harris and Alan Miller on South African steam; Vic Neves and John Ford on SP branches in California and Don Olson's 16mm films of SP steam in East Bay. See TIMETABLE in this issue for ticket details.

"The Iron Road"

On November 26, 1990, Public Broadcasting Television stations debuted "The Iron Road," a one-hour film in "The American Experience" series. Produced by Peace River Films and written and directed by Neil Goodwin, this superb documentary of the building of the first transcontinental railroad features a combination of vintage still and motion picture photography, live on-site filming and action with the *Jupiter* and 119 at the Golden Spike National Historic Site at Promontory and along the Sierra Railroad and Wyoming Colorado.

The human side of the story is very well told, and all of the important figures in the historic venture are depicted, and contemporary observers and historians are interviewed. Among those who appear in the film are "railroad photographer and historian" Richard Steinheimer, who also served as the film's field consultant, and SP locomotive engineer Doug Harrop. Both were eloquent spokesmen for their historic subjects.

KODACHROME: TOM SAVIO

SIERRA '49er EXPRESS equipment was on display at Sacramento, Cal., on November 25, 1990. F45 1001 (ex-BN 6627) had been Doyle McCormack's *Daylight*-colored unit. See page 39.

Steinheimer described the activities around Sacramento during the planning of the assault on the Sierra, while Harrop described the push westward from Cheyenne and railroading conditions in the high country.

Other names well known to the railfan community who were credited include the animation graphics by John Signor and members of the board of advisors Maury Klein and Bill Withuhn. Also in the acknowledgments were Shirley Burman and Jim Ehernberger. To all involved, a hearty "well done!"

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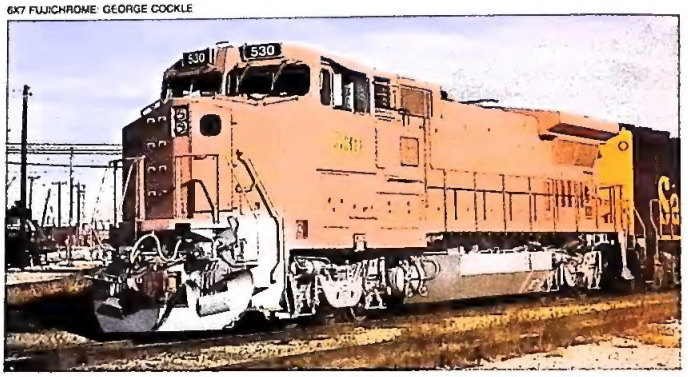
IN MAINE, Amtrak ran a test train to Bangor, shown passing Maine Central 4-6-2 470 at Waterville on October 30. The next day, Maine Coast Railroad's first run, using Guilford equipment, passed the short line's S1 at Waldoboro (**right**). See page 41.

TWO KODACHROMES: TIM FRANZ

KODACHROME: GERALD OLSON

DAKOTA, MISSOURI VALLEY & WESTERN now runs 364 miles of Soo Line branches in North Dakota and Montana. GP35 324, one of four, was at Washburn, N.D., on October 8. See page 41.

6X7 FUJICHROME: GEORGE COCKLE



SANTA FE Dash 8-40BWs were being produced faster than the GE Erie paint shop could keep up with, so some units, such as 530 at Kansas City on November 10 (**right**) were delivered in primer and later painted warbonnet red in AT&SF's Topeka Shops.

THE *TEXAS LIMITED* ran an Operation Lifesaver special on October 9 with one of its two ex-L&NW F7s (**right**). See page 38.

COLOR PRINT: JIM JOHNSON

LONG ISLAND RAIL ROAD FA power cabs and MP15ACs powered an October 27 fantrip at Waterbury, Conn. (**below**). See page 41.

KODACHROME: JOHN SCALA

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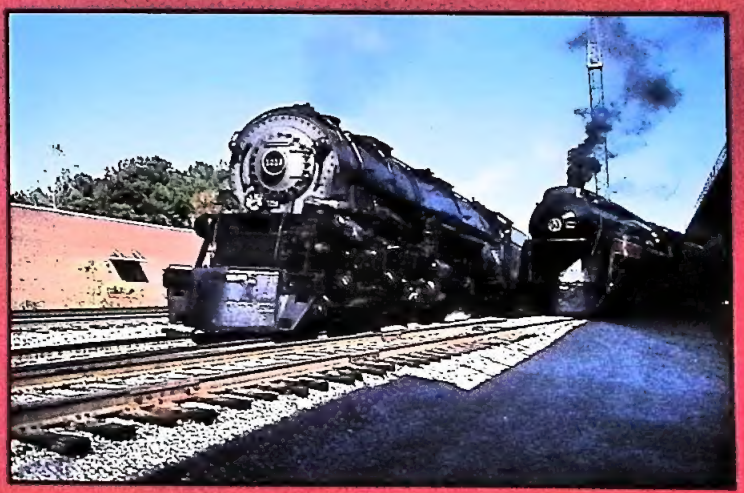

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